

BEFORE THE RAILROAD COMMISSION
OF THE STATE OF CALIFORNIA.

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In the Matter of the Application of
The Atchison, Topeka & Santa Fe Rail-
way Company (Coast Lines), Sierra
Railway Company of California and
Southern Pacific Company, for permis-
sion to increase class rates between
San Francisco, Sacramento, Stockton
and other points on the Santa Fe and
Southern Pacific and points on the line
of Sierra Railway Company of California.

Application No. 301

The County of Tuolumne, a political cor-
poration, and the City of Sonora, a muni-
cipal corporation,

Complainants.

vs.

Case No. 359

Sierra Railway Company of California, a
corporation, The Atchison, Topeka & Santa
Fe Railway Company, a corporation, and
Southern Pacific Company, a corporation,

Defendants.

County of Calaveras, a political corpor-
ation, and City of Angels, a municipal
corporation,

Intervenors.

Angels Lumber Company, a corporation,

Complainant,

vs.

Case No. 379

Sierra Railway Company of California, a
corporation, The Atchison, Topeka & Santa
Fe Railway Company, a corporation, and
Southern Pacific Company, a corporation,

Defendants.

Utica Gold Mining Company, a corporation,
and Hobart Estate Company, a corporation,

Complainants

vs.

Case No. 380

Sierra Railway Company of California, a
corporation, The Atchison, Topeka & Santa
Fe Railway Company, a corporation, and
Southern Pacific Company, a corporation,

Defendants.

C. W. Durbrow and George D. Squires for Southern Pacific Company.

E. W. Camp, for The Atchison, Topeka and Santa Fe Railway Company.

Morrison, Dunne & Erobeck for Sierra Railway Company of California.

✓ Seth Mann for Angels Lumber Company, Utica Gold Mining Company, Hobart Estate Company and San Francisco Chamber of Commerce.

Rowan Hardin for County of Tuolumne.

J. C. Webster for City of Sonora.

John Hancock and Seth Mann for County of Calaveras.

Charles P. Snyder for City of Angels.

G. J. Bradley for Merchants & Manufacturers Traffic Association of Sacramento.

ESHLEMAN, Commissioner.

O P I N I O N

September 20, 1912, F. W. Gomph, as Agent for Pacific Freight Tariff Bureau, applied to this Commission on behalf of the Atchison, Topeka & Santa Fe Railway Company (Coast Lines), Sierra Railway Company of California and the Southern Pacific Company for permission to increase through rates from San Francisco, Stockton, Sacramento and intermediate points to points on the Sierra Railway. This application was based primarily on the reason that the existing through rates were originally constructed on the basis of combination of local rates to and from Oakdale, and since the local rates now in force between San Francisco, Stockton, Sacramento and intermediate points to Oakdale have been changed it is contended the through rates from these points to points on the Sierra Railway should likewise be changed.

This application was made really on behalf of the Atchison, Topeka & Santa Fe Railway Company and the Southern Pacific Company, these two lines alone being the beneficiaries under the proposed ad-

justment inasmuch as the Sierra Railway Company's locals had not been changed and under the proposed adjustment would still continue to receive the same proportion of the through rates as heretofore.

The filing of this application was followed by complaints filed by the County of Tuolumne, the City of Sonora, the Angels Lumber Company, the Utica Gold Mining Company and Hobart Estate Company attacking not only the local rates of the Sierra Railway but also joint rates effective between the Southern Pacific Company, the Atchison, Topeka & Santa Fe Railway Company and Sierra Railway Company. In the complaint of the County of Tuolumne and the City of Sonora it is alleged that undue discrimination exists in favor of the City of Angels and the County of Calaveras generally. The City of Angels and County of Calaveras therefore intervened in the proceedings and attacked as unreasonable all of the rates of the Sierra Railway Company and the joint rates in effect between points on the lines of the Southern Pacific Company, the Atchison, Topeka & Santa Fe Railway Company and the Sierra Railway Company.

From the nature of the complaints it became apparent that in order to dispose of the same the entire rate adjustment of the Sierra Railway Company between all points on its lines and the joint rate adjustment between the Southern Pacific Company, the Atchison, Topeka & Santa Fe Railway Company and Sierra Railway Company should be considered at one hearing and disposed of at one time.

The design of Application No. 301 is to change the through rates obtaining between the Atchison, Topeka & Santa Fe Railway Company and the Southern Pacific Company on the one hand and the Sierra Railway Company on the other, so that the two former carriers will obtain as divisions of such through rates the present local to Oakdale, which is the point of junction of the Sierra Railway with these lines.

It was contended by these applicants at the hearing that the service performed by them in connection with transporting freight

to Oakdale for delivery to the Sierra Railway Company was as valuable and as expensive as when freight was destined to Oakdale and did not move beyond, and that such being the case the Atchison, Topeka & Santa Fe and the Southern Pacific should receive as their proportion of the through rate their local rate applying to and from Oakdale. The same contention was advanced by the Sierra Railway Company in its attempt to justify the present division whereby it receives its full local to and from Oakdale out of the through rate applying over the larger lines.

With these contentions I cannot agree. It is not true that the expense falling on each individual carrier involved in a joint movement is as great as the service performed by either of such carriers on local movements to and from their respective junction points. In this case the evidence clearly convinces me that the Southern Pacific Company and the Atchison, Topeka & Santa Fe Railway Company do not perform the same amount of service respecting freight consigned to Oakdale and picked up at that point as is performed in relation to freight passing through Oakdale on a joint movement. Take for example a less than carload shipment from San Francisco to Oakdale, and likewise a less than carload shipment from Oakdale to Sonora. In each of these movements the carriers between point of shipment or consignment and Oakdale perform two terminal services. The shipments must be received, receipted for, waybilled, loaded at point of shipment, unloaded at destination, a freight bill made out and final delivery made at the edge of the platform to the consignee. On the other hand if a less than carload shipment is made from San Francisco through Oakdale to Sonora, all of the services performed at Oakdale both by the Sierra Railway Company and either the Southern Pacific Company or the Atchison, Topeka & Santa Fe Railway Company are dispensed with save the registering of waybills in the transfer register. Thus we find the unloading cost at Oakdale, the expense of making freight bills, rendering accounts to the auditor, deliver-

ing to the consignee, and the cost of receiving and loading the freight at Oakdale and waybilling the same has been saved to the carriers participating in the through movement.

It was testified that merchandise cars containing less than carload shipments were placed by the Southern Pacific train crews directly on the interchange track of the Sierra Railway Company, thereby saving whatever additional cost, if any, might be involved in switching the car to the freight platform on the Oakdale depot, as would be the case of a shipment consigned direct to Oakdale.

With reference to carload shipments there is, of course, no loading or unloading performed by the carriers, but nevertheless if the carload shipments were consigned to Oakdale proper the delivering carrier would be deprived of the use of the car ordinarily for two days, which is the free time limit for unloading; likewise on a local shipment originating at Oakdale destined to points on the lines of the Sierra Railway Company, the shipper has two days free time in which to load the car. Thus on local movements, which must be comprehended in local rates, the carriers would be deprived of their equipment for at least the time necessary to unload, and if the shippers and consignees exercise their rights, such car would be out of service four days, while on a through movement direct connection between the two carriers saves not only the switching to the industry or team tracks for delivery, but also switching from the industry or team tracks on an outbound movement.

I am convinced from the evidence that the labor involved in placing carload shipments on the interchange track at Oakdale, is not as great as that required to place the cars on or take the same from industry or team tracks at Oakdale.

For the reasons above stated I cannot agree with the contentions of the carriers that through rates between two or more carriers should be made up of the combination of locals. In other words, the practice is under ordinary circumstances to impose a less rate for the joint movement over two lines than is represented by

the sum of the locals over the separate lines involved, and I believe that this practice is fully justified and that carriers are not within their rights under ordinary circumstances in imposing as a through rate a rate representing a combination of the respective locals.

Undoubtedly there should be some readjustment of the division between the Atchison, Topoka & Santa Fe and the Southern Pacific Company on the one hand and the Sierra Railway Company on the other, but this is a matter which is not at this time before the Commission, and as in the complaints heretofore mentioned, the joint rates of these carriers are in question, we should proceed with the establishment of reasonable through rates, after which, if the carriers are unable to agree on a division, the Commission will prescribe the same as required by law.

Coming now to the local rates of the Sierra Railway Company. The gross earnings of this company increased from \$211,374.07 in 1900 to \$425,268.73 in 1912. The operating expenses during this period increased from \$112,167.30 to \$237,221.51, and the operating income for the same period increased from \$99,206.37 to \$188,647.22. The mileage of the road operated in 1900 was approximately 56½ miles, and in 1912 75½ miles. The annual bond interest during this time increased from \$50,220.00 to approximately \$112,000.00. In addition thereto there is an item of about \$16,000.00 bond interest payable on the bonds outstanding against the Yosemite Short Line Railroad and guaranteed by the Sierra Railway Company.

Prior to 1905 the Sierra Railway Company had outstanding \$1,244,000.00 first mortgage 6% bonds. In addition thereto there was outstanding \$1,266,000.00 of what is denominated "an income bond" and on which no interest was paid up to and including 1904. The bond interest therefore which this company was required to meet in 1904 was approximately \$75,000.00 per annum, but we find from the

annual report for the fiscal year ending June 30, 1905, that these so-called "income bonds", upon which no interest had heretofore been paid, were retired in favor of an issue of 5% gold bonds amounting to \$860,000.00. For this reason, since 1904, it will be observed the interest charges of this company increased from approximately \$75,000.00 per annum to approximately \$112,000.00 per annum on obligations not representing additional capital. From the records available it appears that the bonds when issued were issued for construction purposes and that the entire issue of stock was given away as a bonus with the bonds. It appears that the bonds of this company were sold at a price approximating 70% of par value, and at this ratio the amount of capital invested in this property from the sale of bonds would approximate \$1,500,000.00.

It is urged that no dividends have ever been paid on the stock of the Sierra Railway Company, and that the entire surplus which might ordinarily have been distributed in the form of dividends has gone back into the property. From the records on file with the Commission it would appear that the total amount of such surplus charged to profit and loss since the construction of the Sierra Railway Company amounted to \$505,279.00, which represents the maximum amount available which might have been re-invested in this property. Thus it will be noted that if the entire outstanding bond issue of the Sierra Railway Company was sold at 70% of par and the entire amount of accrued surplus re-invested in the property, we would have an investment approximating \$2,000,000.00 as representing the actual cash outlay in the entire property of this company. I do not believe it is necessary in this proceeding to decide finally whether or not this amount is correct, and it is only mentioned because of the claim of the defendant Sierra Railway Company that it should be

allowed a return on a valuation very greatly in excess of this amount. The bonds of the corporation were not sold outright but were issued to a construction company, which construction company was controlled, if not directly owned, by the promoters of the railroad. The organization of a construction company by the promoters of a railroad and the taking by the construction company of the securities of the railroad in payment for work always results in the construction company receiving excessive prices for the work done and materials furnished, and it usually follows that the securities are given to the construction company at abnormally low figures. The final result of dealings of this kind is that the property is usually bonded for a price greatly in excess of that for which an independent, disinterested contractor would do the work.

It is a peculiar contention but one usually met with in cases such as this, that where the entire property is produced from the income of bonds sold at a discount and thereafter mortgaged beyond its actual cost, that in addition to paying the interest on the face value of the outstanding indebtedness, which of course represents a larger percentage of interest on the money put into the property than the bonds call for, ~~xxxx~~ the stock representing nothing whatsoever but water should also receive dividends, and that unless such dividends can be realized from rates the rates are not high enough. I am entirely out of patience with any such contention and do not believe, in the case we are here considering at least, that the failure to pay dividends on the stock is any evidence that the company has not been receiving sufficient rates.

In addition to the expenditures for bond interest, it also appears that an additional expenditure is made necessary by the Yosemite Short Line deal. The evidence shows that those interested in the Sierra Railway Company organized and started to promote and construct a line of railway known as the Yosemite Short Line

branching off from the main line of the Sierra Railway Company and reaching some valuable lumber holdings in which the president of the Sierra Railway Company was interested, the line eventually being extended, as is testified, to serve also the Yosemite Valley. Considerable grading work appears to have been done on this line and a large amount of bonds sold for such purpose, the interest thereon being guaranteed by the Sierra Railway Company. The line was never completed, and the rolling stock and property owned by the corporation organized to construct this line is now being used for a nominal rental by a lumber concern controlled by the president of the Sierra Railway Company. I find that approximately \$16,000.00 per annum interest charges must be paid by the Sierra Railway Company on the bonds outstanding against this Yosemite Short Line.

I am plainly of the opinion that this expenditure is one that the Commission is not legally bound to consider and it is one of those expenditures which should be allowed or rejected according to the equities of the case; but I find so few equities in favor of the promoters and constructors of this road that I do not believe the Commission should allow this expenditure unless the strictest compliance with the law requires it. It is well established that such an improvident expenditure utterly of no use to the company involved, need not be considered in a rate fixing inquiry.

The president of the Sierra Railway Company has been shown to be heavily interested, if not a dominant factor, in a large lumber concern, which institution is a heavy patron of the Sierra Railway Company. It also appears of record that at one time the president of the Sierra Railway Company was interested in another lumber company which is now a heavy shipper over the line of the Sierra Railway Company but that he is not now interested in this concern. I mention these facts because in connection with the consideration of the rates which I shall now take up these facts are very significant.

The present rates on all kinds of forest products from producing points on the Sierra Railway Company, except Angels, to Oakdale is \$1.05 per ton, while from Angels the rate is \$2.10 per ton. In comparison with other rates maintained by the Sierra Railway Company the rates on lumber from producing points, except Angels, to Oakdale are abnormally low, and are admitted to be so by representatives of the defendant. The movement of forest products over the line of the Sierra Railway Company constitutes between 40% and 50% of all of the tonnage handled by this line, and when we find any such amount of tonnage as this moving at rates which are admittedly too low it must be apparent that the remaining traffic moving over the line is burdened with excessively high rates in order to meet operating expenses, fixed charges and the like. The fact that such rates are in force on a particular kind of traffic applying from points where this traffic is produced by companies in which the railroad officials are now or have been interested while they are not accorded to points not thus situated, leads to the inevitable conclusion that the railroad is operating not in the interest of the public generally but for the greater profit of the concerns in which the railroad officials are interested. Add to this the fact that freight bills against the lumber company controlled by the president of the railroad have not been paid in cash, if paid at all, gives further force, if such were necessary, to the inference that parties in fiduciary capacity as officials of this company, are abusing their trust and are making profit for themselves at the expense of the institution whose rights they are supposed to protect.

Most of the complaints against this line may be satisfied without the impairment of the income by merely assessing against forest products in which the president of this company is interested, rates comparable to the rates charged for such service under similar conditions elsewhere, which rates will be considerably in excess

of the present rates, and taking the additional revenue secured from these increased rates and applying it in lieu of the revenue secured from excessive rates on other traffic. In other words, if we raise the lumber rates, as I feel is certainly justified, we may substantially decrease other rates of the defendant without materially changing its revenue. I do not mean to be understood as finding that justice to this company requires that the present revenue be maintained, but I believe the principal complaints lodged against it are justified and the complainants should be accorded relief, and the relief asked can be accorded without substantial diminution of the revenue of the company. Under all the circumstances, however, I believe a substantial reduction in the revenue could be made without injustice to this carrier.

A great deal of testimony was introduced to the effect that there is no proper spread between the various class rates, and this I find to be the fact. In ordering an adjustment in class rates of a railroad we have aimed in the past to adhere to some uniform spread between the various class rates, but I do not believe it is logical or reasonable to maintain the spread between the class rates of the Sierra Railway Company which would ordinarily apply on the larger systems. To adjust the class rates in accordance with our uniform spread, using the present first-class rate as a starting point, would result in such low carload rates as to be entirely inadequate. On the other hand to maintain this spread and furnish adequate returns on carload traffic would mean a heavy increase on less than carload classes. For these reasons, after a thorough consideration of all the circumstances and careful investigation of the tonnage moving over the line of the Sierra Railway Company, I cannot recommend that we adhere to our usual spread between the various class rates, but such spread as I do recommend is applicable to this particular road under the facts disclosed by the testimony.

Complainants allege that carload commodity rates should be made so as to permit the mixing of various commodities at one carload rate. I cannot agree with this contention, for to permit mixtures of various commodities would entirely destroy that balance which now obtains between carload and less than carload shipments. A large shipper could readily assemble a carload of many different commodities while a smaller shipper would be unable to do so, and in my judgment endless confusion would result. I am of the opinion that the mixing of various commodities into one carload would result in an unscientific system of rates. The principal contention is that grain and flour should be permitted to be mixed. But I see no more reason why these two commodities should be mixed to form a carload than coal and cement, or live stock and machinery, or any other two commodities that are not physically incapable of being transported in the same car.

An allegation in one of the complaints is made against the passenger rates, but no evidence was introduced and no decision will be made with reference thereto.

After a very careful review of all the evidence presented in this case,

I FIND AS A FACT that the application of the Southern Pacific Company, the Atchison, Topeka & Santa Fe Railway Company and Sierra Railway Company to increase joint class rates to the full combination of rates over Oakdale, is unjustified and I recommend that Application No. 301 be denied.

I FIND AS A FACT that the joint class rates between San Francisco, San Jose, Stockton, Sacramento and points between on lines of the Southern Pacific Company and the Atchison, Topeka & Santa Fe Railway Company on the one hand and the Sierra Railway Company on the other are excessive and unreasonable.

I FIND AS A FACT that the local class rates of the Sierra Railway Company and the commodity rates on lumber from Angels to

Oakdale, on fuel oil from Oakdale to Angels, and on ore and concentrates from points on the Sierra Railway Company to Oakdale are excessive, unreasonable and discriminatory.

I FIND AS A FACT that the commodity rates on forest products from Sonora, Ralph, Standard and Tuolumne to Oakdale are unreasonably low and insufficient.

I FIND AS A FACT that reasonable joint rates for the transportation of freight between points on the line of the Sierra Railway Company and points on the lines of the Atchison, Topeka & Santa Fe Railway Company and the Southern Pacific Company and local class rates of the Sierra Railway Company and commodity rates on forest products, fuel oil, ore and concentrates, are those rates set out in exhibits No. 1, 2 and 3 respectively, attached hereto and made a part hereof.

The Sierra Railway Company should reconstruct its class rates for movements between points on its line so as to correspond with the rates herein found to be reasonable between Oakdale and points on its line, and submit to this Commission for its approval before the effective date of this order rates in accordance therewith.

I recommend the following order:

O R D E R .

SOUTHERN PACIFIC COMPANY, ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY (Coast Lines) and SIERRA RAILWAY COMPANY having filed an application for permission to increase certain class rates between points on their respective lines, and a hearing having been held and being fully apprised in the premises and basing this order on the findings of fact set out in the opinion hereto,

IT IS HEREBY ORDERED that Application No. 301 be and the same is hereby denied.

The County of Tuolumne, County of Calaveras, City of Sonora, City of Angels, Angels Lumber Company, Utica Gold Mining Company and Hobart Estate Company having complained of the rates

of the Sierra Railway Company and the joint rates of the Southern Pacific Company, the Atchison, Topeka & Santa Fe Railway Company and the Sierra Railway Company, and a hearing having been held and being fully apprised in the premises and basing this order on the findings of fact herein and in the opinion hereto,

IT IS HEREBY ORDERED that the Sierra Railway Company, Atchison, Topeka & Santa Fe Railway Company (Coast Lines) and Southern Pacific Company jointly and the Sierra Railway Company, for local traffic, publish and file with this Commission on or before twenty (20) days from the date of this order schedules of rates set out in exhibits No. 1, 2 and 3 respectively, which rates are found to be just and reasonable rates, and are hereby established as just and reasonable rates to be charged by the companies involved.

IT IS FURTHER ORDERED that the Atchison, Topeka & Santa Fe Railway Company (Coast Lines), the Southern Pacific Company and Sierra Railway Company agree on a basis of division of the joint rates herein found to be reasonable, and to notify this Commission before the effective date of this order that such an agreement has been reached, and if no such agreement can be reached so to notify this Commission whereupon this Commission will proceed to establish the divisions of such joint rates as provided by law.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 13th day of December, 1913.

John M. Eschlerman
John G. Leland
W. H. Linton
Max Thelen
Edwin B. Edgerton
Commissioners.

EXHIBIT NO. 1

JOINT RATES

Between

Specified Points on the Southern Pacific Company, The Atchison,
Topeka & Santa Fe Railway Company (Coast Lines) and
all points on the Sierra Railway Company
of California.

Between
Stockton, California
and

Class Rates per cents per 100 lbs

	1	2	3	4	5	A	B	C	D	E
Arnold, Calif.)	16	14	13	11	10	10	8	8	7	7
Paulsoll, ")										
Warmerville, ")	20	18	16	15	13	13	11	11	10	10
Cooperstown, ")										
Rosasco, ")	27	25	23	21	20	20	17	17	16	15
Keystone, ")										
Chinese, ")	30	28	26	24	22	22	20	19	18	17
Quartz Junction	33	30	28	26	24	24	22	20	19	18
Jamestown, ")	35	32	30	27	25	25	23	22	21	20

Omega Siding, ")	35	32	30	27	25	25	23	22	21	20
Tuttletown, ")										
El Rico, ")	38	35	32	30	28	28	25	24	22	21
McArdles, ")										
Melones, ")	40	36	33	31	29	29	27	25	24	23
Carson Hill, ")										
Angels, ")	41	37	35	33	31	31	28	27	25	24

Lime Spur, ")	35	32	30	27	25	25	23	22	21	20
Sonora, ")										
Granite Spur, ")	38	35	32	30	28	28	25	24	22	21
Standard, ")										
Dreper, ")										
Black Oak, ")	40	36	33	31	29	29	27	25	24	23
Ralph, ")										
Tuolumne, ")										

Between
 San Francisco,
 Oakland, San Jose,
 Benicia, Antioch,
 Bethany, Sacramento,
 and other points in
 Group 1, shown in
 Pacific Freight Tar-
 iff Bureau, C.R.C.74
 and

Class Rates in Cents per 100 Pounds

		1	2	3	4	5	A	B	C	D	E
Arnold	Calif.)	24	21	19	16	14	14	12	12	11	11
Paulsell	"										
Warnerville	"	27	24	21	19	16	16	14	14	13	13
Cooperstown	"										
Rosasco	"	34	31	28	25	23	23	20	20	19	18
Keystone	"										
Chinese	"	37	34	31	28	25	25	23	22	21	20
Quartz Junction	"	40	36	33	30	27	27	25	23	22	21
Jamestown	"	41	37	34	30	28	28	26	25	24	23
Omega Siding	"	41	37	34	30	28	28	26	25	24	23
Tuttletown	"	44	40	36	33	31	31	28	27	25	24
El Rico	"										
McArdles	"										
Melones	"	46	41	37	34	32	32	30	28	27	26
Carson Hill	"	47	42	39	36	34	34	31	30	28	27
Angels	"										
Line Spur	"	41	37	34	30	28	28	26	25	24	23
Sonora	"										
Granite Spur	"	44	40	36	33	31	31	28	27	25	24
Standard	"										
Draper	"	46	41	37	34	32	32	30	28	27	26
Black Oak	"										
Ralph	"										
Tuolumne	"										

C.A.

JOINT CLASS RATES

Between	And	Class rates in Cents per 100 lbs.							
		1	2	3	4	5			
Alston, Cal.	All points	} Combination on Stockton or Oakdale, but not to exceed through rates from San Francisco.							
Livermore "	on the								
Tracy	Sierra Railway								
Flowerfield	Company of								
Hislop "	California.								

EXHIBIT NO. 2

LOCAL RATES

ON THE

SIERRA RAILWAY COMPANY OF CALIFORNIA

Between Oakdale And		Class Rates in Cents Per 100 lbs.										
		1	2	3	4	5	A	B	C	D	E	
Arnold	Cal.	6½	6	6	6	6	6	5	5	4	4	
Paulsell	"	8½	8	8	7	7	7	6	6	5	5	
Warnerville	"	12½	12	11	11	10	10	9	9	8	8	
Cooperstown	"											
Rosasco	"	20	19	18	17	16½	16½	15	15	14	13	
Keystone	"											
Chinese	"	23	22	21	20	19	19	18	17	16	15	
Quartz Junction	"	26	24	23	22	21	21	20	18	17	16	
Jamestown	"	28	26	25	23	22	22	21	20	19	18	
Omega Siding	"	28	26	25	23	22	22	21	20	19	18	
Tuttletown	"	31	29	27	26	25	25	23	22	20	19	
El Rico	"											
McArdels	"											
Melones	"	33	30	28	27	26	26	25	23	22	21	
Carson Hill	"	34	31	30	29	28	28	26	25	23	22	
Angels	"											
Lime Spur	"	28	26	25	23	22	22	21	20	19	18	
Sonora	"											
Granite Spur	"	31	29	27	26	25	25	23	22	20	19	
Standard	"											
Draper	"	33	30	28	27	26	26	25	23	22	21	
Black Oak	"											
Ralph	"											
Tuolumne	"											

Between Arnold, Cal. And		Class Rates in Cents per 100 lbs.									
		1	2	3	4	5	A	B	C	D	E
Oakdale	Cal.	6½	6	6	6	6	6	5	5	4	4
Arnold	"	-	-	-	-	-	-	-	-	-	-
Paulsell	"	6½	6	6	6	6	6	5	5	4	4
Warnerville	"										
Cooperstown	"	8½	8	8	7	7	7	6	6	5	5
Rosasco	"	12½	12	11	11	10	10	9	9	8	8
Keystone	"	16½	15	15	14	13	13	13	12	11	11
Chinese	"	20	19	18	17	16½	16½	15	15	14	13
Quartz Junct.	"	23	22	21	20	19	19	18	17	16	15
Jamestown	"										
----- Omega Siding	"	26	24	23	22	21	21	20	18	17	16
Tuttletown	"										
El Rico	"	28	26	25	23	22	22	21	20	19	18
Mc. Ardies	"										
Melones	"										
Carson Hill	"	33	30	28	27	26	26	25	23	22	21
Angels	"	34	31	30	29	28	28	26	25	23	22
----- Line Spur	"	26	24	23	22	21	21	20	18	17	16
Somora	"										
Granite Spur	"	28	26	25	23	22	22	21	20	19	18
Standard	"										
Draper	"										
Black Oak	"	31	29	27	26	25	25	23	22	20	19
Ralph	"	33	30	28	27	26	26	25	23	22	21
Tuolumne	"										

Between Paulsoll, California And		Class Rates in Cents per 100 Pounds									
		1	2	3	4	5	6	7	8	9	10
Oakdale	Cal.	8½	8	8	7	7	7	6	6	5	5
Arnold	"	6½	6	6	6	6	6	5	5	4	4
Paulsoll	"	-	-	-	-	-	-	-	-	-	-
Warnerville	"	6½	6	6	6	6	6	5	5	4	4
Cooperstown	"										
Rosasco	"	8½	8	8	7	7	7	6	6	5	5
Keystone	"	12½	12	11	11	10	10	19	9	8	8
Chinese	"	16½	15	15	14	13	13	13	12	11	11
Quartz Junction	"	20	19	18	17	16½	16½	15	15	14	13
Jamestown	"	23	22	21	20	19	19	18	17	16	15
Omega Siding	"	23	22	21	20	19	19	18	17	16	15
Tuttletown	"	26	24	23	22	21	21	20	18	17	16
El Rico	"										
McAdams	"										
Melones	"	28	26	25	23	22	22	21	20	19	18
Carson Hill	"	31	29	27	26	25	25	23	22	20	19
Angels	"	33	30	28	27	26	26	25	23	22	21
Lime Spur	"	23	22	21	20	19	19	18	17	16	15
Sonora	"										
Granite Spur	"	26	24	23	22	21	21	20	18	17	16
Standard	"										
Draper	"	28	26	25	23	22	22	21	20	19	18
Black Oak	"										
Ralph	"										
Tualumne	"	31	29	27	26	25	25	23	22	20	19

Between
Warnerville, California
And

Class Rates in Cents per 100 pounds.

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Cal.	12½	12	11	11	10	10	19	9	8	8
Arnold	")	6½	6	6	6	6	6	5	5	4	4
Paulsell	")										
Warnerville	"	-	-	-	-	-	-	-	-	-	-
Cooperstown	")	6½	6	6	6	6	6	5	5	4	4
Rosasco	")										
Keystone	"	8½	8	8	7	7	7	6	6	5	5
Chinese	"	12½	12	11	11	10	10	19	9	8	8
Quartz Jet.	")	16½	15	15	14	13	13	13	12	11	11
Jamestown	")										
Omega Siding	")	20	19	18	17	16½	16½	15	15	14	13
Tuttletown	")										
El Rico	")	23	22	21	20	19	19	18	17	16	15
McArdles	")										
Melones	")										
Carson Hill	"	28	26	25	23	22	22	21	20	19	18
Angels	"	31	29	27	26	25	25	23	22	20	19
Lime Spur	")	20	19	18	17	16½	16½	15	15	14	13
Sonora	")										
Granite Spur	")	23	22	21	20	19	19	18	17	16	15
Standard	")										
Draper	")	26	24	23	22	21	21	20	18	17	16
Black Oak	")										
Ralph	")										
Tuolumne	"	28	26	25	23	22	22	21	20	19	18

Between
Cooperstown, California
And

Class Rates in Cents per 100 pounds.

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Cal.	12½	12	11	11	10	10	19	9	8	8
Arnold,	"	8½	8	8	7	7	7	76	6	5	5
Paulsell,	")	6½	6	6	6	6	6	5	5	4	4
Warnerville	")										
Cooperstown	"	-	-	-	-	-	-	-	-	-	-
Rosasco	")	6½	6	6	6	6	6	5	5	4	4
Keystone	")										
Chinese	"	12½	12	11	11	10	10	19	9	8	8
Quartz Jct.	")	16½	15	15	14	13	13	13	12	11	11
Jamestown	")										
Omega Siding	"	16½	15	15	14	13	13	13	12	11	11
Tuttletown	")	20	19	18	17	16½	16½	15	15	14	13
El Rico	")										
McArdles	")										
Melones	"	23	22	21	20	19	19	18	17	16	15
Carson Hill	"	26	24	23	22	21	21	20	18	17	16
Angels	"	31	29	27	26	25	25	23	22	20	19
Line Spur	")	20	19	18	17	16½	16½	15	15	14	13
Sonora	")										
Granite Spur	")										
Standard	")										
Dreper	")	23	22	21	20	19	19	18	17	16	15
Black Oak	")										
Ralph	")										
Tuolumne	"	26	24	23	22	21	21	20	18	17	16

Between Rosasco, Cal.
And

Class Rates in Cents per 100 lbs.

		1	2	3	4	5	A	B	C	D	E
Oakdale	Cal.	20	19	18	17	16½	15½	15	15	14	13
Arnold	Cal.	12½	12	11	11	10	10	9	9	8	8
Paulsell	"	8½	8	8	7	7	7	6	6	5	5
Warmerville	"	6½	6	6	6	6	6	5	5	4	4
Cooperstown	"										
Rosasco	"	-	-	-	-	-	-	-	-	-	-
Keystone	"	6½	6	6	6	6	6	5	5	4	4
Chinese	"										
Quartz Junct.	"	8½	8	8	7	7	7	6	6	5	5
Jamestown	"	12½	12	11	11	10	10	9	9	8	8
Omega Siding	"	12½	12	11	11	10	10	9	9	8	8
Tuttletown	"	16½	15	15	14	13	13	13	12	11	11
El Rico	"										
McArdles	"										
Melones	"	20	19	18	17	16½	16½	15	15	14	13
Carson Hill	"	23	22	21	20	19	19	18	17	16	15
Angels	"	26	24	23	22	21	21	20	18	17	16
Line Spur	"	12½	12	11	11	10	10	9	9	8	8
Sonora	"										
Granite Spur	"	16½	15	15	14	13	13	13	12	11	11
Standard	"										
Draper	"	20	19	18	17	16½	16½	15	15	14	13
Black Oak	"										
Ralph	"										
Tuolumne	"	23	22	21	20	19	19	18	17	16	15

Between Keystone, Cal. And		Class Rates in Cents per 100 lbs.									
		1	2	3	4	5	A	B	C	D	E
Oakdale,	Cal.	20	19	18	17	16½	16½	15	15	14	13
Arnold,	"	16½	15	15	14	13	13	13	12	11	11
Paulsell	"	12½	12	11	11	10	10	9	9	8	8
Warnerville	"	8½	8	8	7	7	7	6	6	5	5
Cooperstown	"	} 6½	6	6	6	6	6	5	5	4	4
Rosasco	"										
Keystone	"	-	-	-	-	-	-	-	-	-	-
Chinese	"	6½	6	6	6	6	6	5	5	4	4
Quartz Junct.	"	} 8½	8	8	7	7	7	6	6	5	5
Jamestown	"										
Omega Siding	"	8½	8	8	7	7	7	6	6	5	5
Tuttletown	"	} 12½	12	11	11	10	10	9	9	8	8
El Rico	"										
Mc Ardies	"										
Melones	"	16½	15	15	14	13	13	13	12	11	11
Carson Hill	"	20	19	18	17	16½	16½	15	15	14	13
Angels	"	26	24	23	22	21	21	20	18	17	16
Lime Spur	"	} 12½	12	11	11	10	10	9	9	8	8
Sonora	"										
Granite Spur	"										
Standard	"										
Draper	"										
Black Oak	"	16½	15	15	14	13	13	13	12	11	11
Ralph	"	} 20	19	18	17	16½	16½	15	15	14	13
Tuolumne	"										

Between Chinese, Cal. And		Class Rates in Cents per 100 lbs.									
		1	2	3	4	5	A	B	C	D	E
Oakdale	Cal.	23	22	21	20	19	19	18	17	16	15
Arnold	"	20	19	18	17	16½	16½	15	15	14	13
Paulsoll	"	16½	15	15	14	13	13	13	12	11	11
Warnerville	"	12½	12	11	11	10	10	9	9	8	8
Cooperstown	"										
Rosasco	"	6½	6	6	6	6	6	5	5	4	4
Keystone	"										
Chinese	"	-	-	-	-	-	-	-	-	-	-
Quartz Junction	"	6½	6	6	6	6	6	5	5	4	4
Jamestown	"										
Omega Siding	"	6½	6	6	6	6	6	5	5	4	4
Tuttletown	"	8½	8	8	7	7	7	6	6	5	5
El Rico	"										
McArdles	"	12½	12	11	11	10	10	9	9	8	8
Melones	"										
Carson Hill	"	16½	15	15	14	13	13	13	12	11	11
Angels	"	20	19	18	17	16½	16½	15	15	14	13
Lime Spur	"	6½	6	6	6	6	6	5	5	4	4
Sonora	"										
Grantie Spur	"	8½	8	8	7	7	7	6	6	5	5
Standard	"										
Draper	"	12½	12	11	11	10	10	9	9	8	8
Black Oak	"										
Ralph	"	16½	15	15	14	13	13	13	12	11	11
Tuolumne	"										

Between Quartz Junction, Cal. And		Class Rates in Cents per 100 lbs.									
		1	2	3	4	5	A	B	C	D	E
Oakdale	Cal.	26	24	23	22	21	21	20	18	17	16
Arnold	"	23	22	21	20	19	19	18	17	16	15
Paulsell	"	20	19	18	17	16½	16½	15	15	14	13
Warberville	"	16½	15	15	14	13	13	13	12	11	11
Cooperstown	"										
Rosasco	"	8½	8	8	7	7	7	6	6	5	5
Keystone	"										
Chinese	"	6½	6	6	6	6	6	5	5	4	4
Quartz Junction	"	-	-	-	-	-	-	-	-	-	-
Jamestown	"	6½	6	6	6	6	6	5	5	4	4
----- Omega Siding	"	6½	6	6	6	6	6	5	5	4	4
Tuttletown	"										
El Rico	"										
McArdles	"										
Melonez	"	8½	8	8	7	7	7	6	6	5	5
Carson Hill	"	12½	12	11	11	10	10	9	9	8	8
Angels	"	16½	15	15	14	13	13	13	12	11	11
----- Line Spur	"	6½	6	6	6	6	6	5	5	4	4
Sonora	"										
Granite Spur	"										
Standard	"										
Draper	"	8½	8	8	7	7	7	6	6	5	5
Black Oak	"										
Ralph	"										
Tuolumne	"	12½	12	11	11	10	10	9	9	8	8

Between
Jamestown, Calif.
and

Class Rates in Cents per 100 lbs.

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	28	26	25	23	22	22	21	20	19	18
Arnold,	"	23	22	21	20	19	19	18	17	16	15
Paulsoli,	"										
Warnerville	"	16½	15	15	14	13	13	13	12	11	11
Cooperstown,	"										
Rosasco	"	12½	12	11	11	10	10	9	9	8	8
Keystone,	"	8½	8	8	7	7	7	6	6	5	5
Chinese,	"	6½	6	6	6	6	6	5	5	4	4
Quartz Junction,	"										
Jamestown,	"	-	-	-	-	-	-	-	-	-	-
----- Omega Siding,	"	6½	6	6	6	6	6	5	5	4	4
Tuttle town	"										
El Rico,	"	12½	12	11	11	10	10	9	9	8	8
McArdles	"										
Melones,	"	16½	15	15	14	13	13	13	12	11	11
Carson Hill,	"										
----- Lime Spur,	"	6½	6	6	6	6	6	5	5	4	4
Sonora,	"										
Granite Spur,	"	8½	8	8	7	7	7	6	6	5	5
Standard	"										
Draper	"	12½	12	11	11	10	10	9	9	8	8
Black Oak	"										
Ralph,	"	12½	12	11	11	10	10	9	9	8	8
Tuolumne	"										

Between
Omega Siding, Calif.
and

Class Rates in Cents per 100 lbs.

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	28	26	25	23	22	22	21	20	19	18
Arnold,	"	26	24	23	22	21	21	20	18	17	16
Paulsoll	"	33	22	21	20	19	19	18	17	16	15
Warnerville,	"	20	19	18	17	16½	16½	15	15	14	13
Cooperstown	"	16½	15	15	14	13	13	13	12	11	11
Rosasco,	"	12½	12	11	11	10	10	9	9	8	8
Keystone,	"	8½	8	8	7	7	7	6	6	5	5
Chinese,	"										
Quartz Junction,	"	6½	6	6	6	6	6	5	5	4	4
Jamestown,	"										

Omega Siding	"	-	-	-	-	-	-	-	-	-	-
Tuttletown	"										
El Rico,	"										
McCardles	"	6½	6	6	6	6	6	5	5	4	4
Melones	"										
Carson Hill,	"	8½	8	8	7	7	7	6	6	5	5
Angels,	"	16½	15	15	14	13	13	13	12	11	11

Lime Spur	"										
Sonora	"										
Granite Spur	"	6½	6	6	6	6	6	5	5	4	4
Standard	"										
Draper	"										
Black Oak	"	8½	8	8	7	7	7	6	6	5	5
Ralph	"										
Tuolumne	"	12½	12	11	11	10	10	9	9	8	8

Between Tuttletown, Calif. and		Class Rates in Cents per 100 lbs.									
		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	31	29	27	26	25	25	23	22	20	19
Arnold,	")	26	24	23	22	21	21	20	18	17	16
Paulsell,	")										
Warnerville	")	20	19	18	17	16½	16½	15	15	14	13
Cooperstown,	")										
Rosasco	"	16½	15	15	14	13	13	13	12	11	11
Keystone,	"	12½	12	11	11	10	10	9	9	8	8
Chinose	"	8½	8	8	7	7	7	6	6	5	5
Quartz Junction	")	6½	6	6	6	6	6	5	5	4	4
Jamostown,	")										

Omega Siding	"	6½	6	6	6	6	6	5	5	4	4
Tuttletown	"	-	-	-	-	-	-	-	-	-	-
El Rico,	")	6½	6	6	6	6	6	5	5	4	4
McArdles	")										
Melones	")										
Carson Hill	"	8½	8	8	7	7	7	6	6	5	5
Angels	"	12½	12	11	11	10	10	9	9	8	8

Lime Spur,	")	6½	6	6	6	6	6	5	5	4	4
Sonora	")										
Granite Spur	")	8½	8	8	7	7	7	6	6	5	5
Standard	")										
Draper	")	12½	12	11	11	10	10	9	9	8	8
Black Oak	")										
Ralph	")										
Tuolumne	"	16½	15	15	14	13	13	13	12	11	11

Between
El Rico, California
and

Class Rates in Cents per 100 lbs

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	31	29	27	26	25	25	23	22	20	19
Arnold	"	28	26	25	23	22	22	21	20	19	18
Paulsell	"	26	24	23	22	21	21	20	18	17	16
Warnerville,	"	23	22	21	20	19	19	18	17	16	15
Cooperstown,	"	20	19	18	17	16½	16½	15	15	14	13
Rosasco,	"	16½	15	15	14	13	13	13	12	11	11
Keystone,	"	12½	12	11	11	10	10	9	9	8	8
Chinese,	"	8½	8	8	7	7	7	6	6	5	5
Quartz Junction	"	6½	6	6	6	6	6	5	5	4	4
Jamestown,	"										

Omega Siding	"	6½	6	6	6	6	6	5	5	4	4
Tuttletown	"										
El Rico,	"	-	-	-	-	-	-	-	-	-	-
McArdles,	"	6½	6	6	6	6	6	5	5	4	4
Melones	"										
Carson Hill	"										
Angels	"	12½	12	11	11	10	10	9	9	8	8

Lime Spur	"	6½	6	6	6	6	6	5	5	4	4
Sonora	"										
Granite Spur	"	8½	8	8	7	7	7	6	6	5	5
Standard	"										
Drapor	"	12½	12	11	11	10	10	9	9	8	8
Black Oak	"										
Ralph	"										
Tuolumne	"	16½	15	15	14	13	13	13	12	11	11

Between
McArdles, California
and

Class Rates in cents per 100 lbs

		1	2	3	4	5	A	B	C	D	E
Oakdale	Calif.	31	29	27	26	25	25	23	22	20	19
Arnold,	"	28	26	25	23	22	22	21	20	19	18
Paulsoll,	"	26	24	23	22	21	21	20	18	17	16
Warnerville,	"	23	22	21	20	19	19	18	17	16	15
Cooperstown,	"	20	19	18	17	16½	16½	15	15	14	13
Rosesco	"	16½	15	15	14	13	13	13	12	11	11
Keystone...	"	12½	12	11	11	10	10	9	9	8	8
Chinese	"	8½	8	8	7	7	7	6	6	5	5
Quartz Junction,	"	6½	6	6	6	6	6	5	5	4	4
Jamestown	"										

Omega Siding	"	6½	6	6	6	6	6	5	5	4	4
Tuttletown,	"										
El Rico,	"										
McArdles	"	-	-	-	-	-	-	-	-	-	-
Melones	"	6½	6	6	6	6	6	5	5	4	4
Carson Hill,	"										
Angels	"	12½	12	11	11	10	10	9	9	8	8

Lime Spur,	"	6½	6	6	6	6	6	5	5	4	4
Sonora	"	8½	8	8	7	7	7	6	6	5	5
Granite Spur	"										
Standard	"	12½	12	11	11	10	10	9	9	8	8
Draper	"										
Black Oak	"										
Ralph	"	16½	15	15	14	13	13	13	12	11	11
Taolumne	"										

Between Melones and		Class Rates in Cents per 100 Pounds.										
		1	2	3	4	5	A	B	C	D	E	
Oakdale	Cal.	33	30	28	27	26	26	25	23	22	21	
Arnold	"	}	28	26	25	23	22	22	21	20	19	18
Paulsell	"											
Warnerville	"	}	23	22	21	20	19	19	18	17	16	15
Cooperstown	"											
Rosasco	"		20	19	18	17	16½	16½	15	15	14	13
Keystone	"		16½	15	15	14	13	13	13	12	11	11
Chinese	"		12½	12	11	11	10	10	9	9	8	8
Quartz Junction	"		8½	8	8	7	7	7	6	6	5	5
<u>Jamestown</u>	"		6½	6	6	6	6	6	5	5	4	4
Omega Siding	"	}										
Tuttleton	"											
El Rico	"	}	6½	6	6	6	6	6	5	5	4	4
McCardlos	"											
Melones	"		-	-	-	-	-	-	-	-	-	-
Carson Hill	"		6½	6	6	6	6	6	5	5	4	4
<u>Angels</u>	"		8½	8	8	7	7	7	6	6	5	5
Lime Spur	"	}	8½	8	8	7	7	7	6	6	5	5
Sonora	"											
Granite Spur	"	}	12½	12	11	11	10	10	9	9	8	8
Standard	"											
Draper	"	}	16½	15	15	14	13	13	13	12	11	11
Black Oak	"											
Ralph	"	}	20	19	18	17	16½	16½	15	15	14	13
Fuolanne	"											

Between
Carson Hill, Calif.
and

Class Rates in Cents per 100 lbs.

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	34	31	30	29	28	28	26	25	23	22
Arnold,	"	33	30	28	27	26	26	25	23	22	21
Paulsell,	"	31	29	27	26	25	25	23	22	20	19
Warnerville,	"	28	26	25	23	22	22	21	20	19	18
Cooperstown,	"	26	24	23	22	21	21	20	18	17	16
Rosasco,	"	23	22	21	20	19	19	18	17	16	15
Keystone,	"	20	19	18	17	16½	16½	15	15	14	13
Chinese,	"	16½	15	15	14	13	13	13	12	11	11
Quartz Junction,	"	12½	12	11	11	10	10	9	9	8	8
Jamestown	"										

Omega Siding,	"	8½	8	8	7	7	7	6	6	5	5
Tuttletown,	"										
El Rico,	"	6½	6	6	6	6	6	5	5	4	4
McArdles,	"										
Melones,	"										
Carson Hill,	"	-	-	-	-	-	-	-	-	-	-
Angels,	"	6½	6	6	6	6	6	5	5	4	4

Lime Spur,	"	12½	12	11	11	10	10	9	9	8	8
Sonora,	"										
Granite Spur,	"	16½	15	15	14	13	13	13	12	11	11
Standard,	"										
Draper,	"	20	19	18	17	16½	16½	15	15	14	13
Black Oak,	"										
Ralph,	"										
Tuolumne,	"	23	22	21	20	19	19	18	17	26	15

Between Angels, California and		Class Rates in Cents per 100 lbs									
		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	34	31	30	29	28	28	26	25	23	22
Arnold,	"	34	31	30	29	28	28	26	25	23	22
Paulsell,	"	33	30	28	27	26	26	25	23	22	21
Warnerville,	")	31	29	27	26	25	25	23	22	20	19
Cooperstown,	")										
Rosasco,	")	26	24	23	22	21	21	20	18	17	16
Keystone,	")										
Chinese,	"	20	19	18	17	16½	16½	15	15	14	13
Quartz Junction	")	16½	15	15	14	13	13	13	12	11	11
Jamestown,	")										

Omega Siding	"	16½	15	15	14	13	13	13	12	11	11
Tuttlestown,	")	12½	12	11	11	10	10	9	9	8	8
El Rico	")										
McArdles,	")										
Melones	"	8½	8	8	7	7	7	6	6	5	5
Carson Hill	"	6½	6	6	6	6	6	5	5	4	4
Angels,	"	-	-	-	-	-	-	-	-	-	-

Line Spur	")	20	19	18	17	16½	16½	15	15	14	13
Sonora,	")										
Granite Spur	")										
Standard	")	23	22	21	20	19	19	18	17	16	15
Draper	")										
Black Oak,	")	26	24	23	22	21	21	20	18	17	16
Ralph	")										
Taolumne,	")										

Between Line Spur, Calif. and		Class Rates in Cents per 100 lbs									
		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	28	26	25	23	22	22	21	20	19	18
Arnold	"	26	24	23	22	21	21	20	18	17	16
Paulsoll	"	23	22	21	20	19	19	18	17	16	15
Warherville	"	20	19	18	17	16½	16½	15	15	14	13
Cooperstown	"										
Rosasco,	"	12½	12	11	11	10	10	9	9	8	8
Keystone	"										
Chinese,	"	6½	6	6	6	6	6	5	5	4	4
Quartz Junction	"										
Jamestown,	"										

Omega Siding	"	6½	6	6	6	6	6	5	5	4	4
Tuttletown	"										
El Rico	"										
McArdles	"	8½	8	8	7	7	7	6	6	5	5
Melones	"										
Carson Hill	"	12½	12	11	11	10	10	9	9	8	8
Angels	"	20	19	18	17	16½	16½	15	15	14	13

Line Spur,	"	-	-	-	-	-	-	-	-	-	-
Sonora	"	6½	6	6	6	6	6	5	5	4	4
Granite Spur	"										
Standard	"										
Draper	"	8½	8	8	7	7	7	6	6	5	5
Black Oak	"										
Ralph	"										
Tuolumne	"	8½	8	8	7	7	7	6	6	5	5

Between
Sonora, Calif.
and

Class Rates in Cents per 100 Pounds

		1	2	3	4	5	A	B	C	D	E
Oakdale	Calif.	28	26	25	23	22	22	21	20	19	18
Arnold	"	26	24	23	22	21	21	20	18	17	16
Paulsell	"	23	22	21	20	19	19	18	17	16	15
Warnerville	"	20	19	18	17	16½	16½	15	15	14	13
Cooperstown	"										
Rosasco	"	12½	12	11	11	10	10	9	9	8	8
Keystone	"										
Chinese	"	6½	6	6	6	6	6	5	5	4	4
Quartz Junction	"										
Jamestown	"										

Omega Siding	"	6½	6	6	6	6	6	5	5	4	4
Tuttletown	"										
El Rico	"										
McArdles	"	8½	8	8	7	7	7	6	6	5	5
Melones	"										
Carson Hill	"	12½	12	11	11	10	10	9	9	8	8
Angels	"	20	19	18	17	16½	16½	15	15	14	13

Lime Spur	"	6½	6	6	6	6	6	5	5	4	4
Sonora	"	-	-	-	-	-	-	-	-	-	-
Granite Spur	"	6½	6	6	6	6	6	5	5	4	4
Standard	"										
Draper	"										
Black Oak	"										
Ralph	"										
Tuolumne	"	8½	8	8	7	7	7	6	6	5	5

Between
Granite Spur
and

Class Rates in Cents per 100 lbs.

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Cal.	31	29	27	26	25	25	23	22	20	19
Arnold	"	28	26	25	23	22	22	21	20	19	18
Paulsell	"	26	24	23	22	21	21	20	18	17	16
Warnerville	"	23	22	21	20	19	19	18	17	16	15
Cooperstown	"	20	19	18	17	16½	16½	15	15	14	13
Rosasco	"	16½	15	15	14	13	13	13	12	11	11
Keystone	"	12½	12	11	11	10	10	9	9	8	8
Chinese	"	8½	8	8	7	7	7	6	6	5	5
Quartz Junction	"	6½	6	6	6	6	6	5	5	4	4
<u>Jamestown</u>	"	6½	6	6	6	6	6	5	5	4	4
Omega Siding	"	6½	6	6	6	6	6	5	5	4	4
Tuttletown	"										
El Rico	"	8½	8	8	7	7	7	6	6	5	5
McArdles	"										
Melones	"	12½	12	11	11	10	10	9	9	8	8
Carson Hill	"	16½	15	15	14	13	13	13	12	11	11
<u>Angels</u>	"	20	19	18	17	16½	16½	15	15	14	13
Lime Spur	"	6½	6	6	6	6	6	5	5	4	4
Sonora	"										
Granite Spur	"	-	-	-	-	-	-	-	-	-	-
Standard	"										
Draper	"										
Black Oak	"	6½	6	6	6	6	6	5	5	4	4
Ralph	"										
Tulumne	"										

Between Standard, Cal. And		Class Rates in Cents per 100 lbs.									
Cal.	Cal.	1	2	3	4	5	A	B	C	D	E
Oakdale,	Cal.	31	29	27	26	25	25	23	22	20	19
Arnold,	"	28	26	25	23	22	22	21	20	19	18
Paulsell,	"	26	24	23	22	21	21	20	18	17	16
Warnerville,	"	23	22	21	20	19	19	18	17	16	15
Cooperstown,	"	20	19	18	17	16½	16½	15	15	14	13
Rosasco,	"	16½	15	15	14	13	13	13	12	11	11
Keystone	"	12½	12	11	11	10	10	9	9	8	8
Chinese,	"	8½	8	8	7	7	7	6	6	5	5
Quartz Junct.	"	6½	6	6	6	6	6	5	5	4	4
Jamestown	"										
Omega Siding	"	6½	6	6	6	6	6	5	5	4	4
Tuttletown	"	8½	8	8	7	7	7	6	6	5	5
El Rico	"										
Mc Ardles	"										
Melones	"	12½	12	11	11	10	10	9	9	8	8
Carson Hill	"	16½	15	15	14	13	13	13	12	11	11
Angels	"	23	22	21	20	19	19	18	17	16	15
Lime Spur	"	6½	6	6	6	6	6	5	5	4	4
Sonora	"										
Granite Spur	"										
Standard	"	-	-	-	-	-	-	-	-	-	-
Draper	"	6½	6	6	6	6	6	5	5	4	4
Black Oak	"										
Ralph	"										
Tuolumne	"										

Between
Draper, Calif.
and

Class Rates in Cents per 100 pounds.

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	33	30	28	27	26	26	25	23	22	21
Arnold	"	31	29	27	26	25	25	23	22	20	19
Paulsell	"	28	26	25	23	22	22	21	20	19	18
Warnerville	"	26	24	23	22	21	21	20	18	17	16
Cooperstown	"	23	22	21	20	19	19	18	17	16	15
Rosasco	"	20	19	18	17	16½	16½	15	15	14	13
Keystone	"	16½	15	15	14	13	13	13	12	11	11
Chinese	"	12½	12	11	11	10	10	9	9	8	8
Quartz Junction	"	8½	8	8	7	7	7	6	6	5	5
Jamestown	"										
Omega Siding	"	8½	8	8	7	7	7	6	6	5	5
Tuttletown	"	12½	12	11	11	10	10	9	9	8	8
El Rico	"										
McArdles	"										
Melones	"	16½	15	15	14	13	13	13	12	11	11
Carson Hill	"	20	19	18	17	16½	16½	15	15	14	13
Angels	"	23	22	21	20	19	19	18	17	16	15
Line Spur	"	6½	6	6	6	6	6	5	5	4	4
Sonora	"										
Granite Spur	"										
Standard	"										
Draper	"	-	-	-	-	-	-	-	-	-	0
Black Oak	"	6½	6	6	6	6	6	5	5	4	4
Ralph	"										
Tuolumne	"										

Between
Black Oak, Calif.
and

Class Rates in Cents per 100 Pounds

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	33	30	28	27	26	26	25	23	22	21
Arnold	"	31	29	27	26	25	25	23	22	20	19
Paulsell	"	28	26	25	23	22	22	21	20	19	18
Warnerville	"	26	24	23	22	21	21	20	18	17	16
Cooperstown	"	23	22	21	20	19	19	18	17	16	15
Rosasco	"	20	19	18	17	16½	16½	15	15	14	13
Keystone	"	16½	15	15	14	13	13	13	12	11	11
Chinese	"	12½	12	11	11	10	10	9	9	8	8
Quartz Junction	"	8½	8	8	7	7	7	6	6	5	5
Jamestown	"										
Omega Siding	"	8½	8	8	7	7	7	6	6	5	5
Tuttletown	"	12½	12	11	11	10	10	9	9	8	8
El Rico	"										
McArdles	"										
Melones	"	16½	15	15	14	13	13	13	12	11	11
Carson Hill	"	20	19	18	17	16½	16½	15	15	14	13
Angels	"	26	24	23	22	21	21	20	18	17	16
Line Spur	"	6½	6	6	6	6	6	5	5	4	4
Sonora	"										
Granite Spur	"										
Standard	"										
Draper	"										
Black Oak	"	-	-	-	-	-	-	-	-	-	-
Ralph	"	6½	6	6	6	6	6	5	5	4	4
Tuolumne	"										

Between
Ralph, Calif.
and

Class Rates in Cents per 100 Pounds

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	33	30	28	27	26	26	25	23	22	21
Arnold,	"	31	29	27	26	25	25	23	22	20	19
Paulsell	"	28	26	25	23	22	22	21	20	19	18
Warnerville	"	26	24	23	22	21	21	20	18	17	16
Cooperstown	"	23	22	21	20	19	19	18	17	16	15
Rosasco	"	20	19	18	17	16½	16½	15	15	14	13
Keystone	"	16½	15	15	14	13	13	13	12	11	11
Chinese	"	12½	12	11	11	10	10	9	9	8	8
Quartz Junction	"	8½	8	8	7	7	7	6	6	5	5
Jamestown	"										
Omega Siding	"	8½	8	8	7	7	7	6	6	5	5
Tuttletown	"	12½	12	11	11	10	10	9	9	8	8
El Rico	"										
McArdles	"										
Melones	"	16½	15	15	14	13	13	13	12	11	11
Carson Hill	"	20	19	18	17	16½	16½	15	15	14	13
Angels	"	26	24	23	22	21	21	20	18	17	16
Lime Spur	"	6½	6	6	6	6	6	5	5	4	4
Sonora	"										
Granite Spur	"										
Standard	"										
Draper	"										
Black Oak	"										
Ralph	"	-	-	-	-	-	-	-	-	-	-
Tuolumne	"	6½	6	6	6	6	6	5	5	4	4

Between
Tuolumne, Calif.
and

Class Rates in Cents per 100 lbs

		1	2	3	4	5	A	B	C	D	E
Oakdale,	Calif.	33	30	28	27	26	26	25	23	22	21
Arnold	"	33	30	28	27	26	26	25	23	22	21
Paulsell,	"	31	29	27	26	25	25	23	22	20	19
Wamerville	"	28	26	25	23	22	22	21	20	19	18
Cooperstown,	"	26	24	23	22	21	21	20	18	17	16
Rosasco,	"	23	22	21	20	19	19	18	17	16	15
Keystone,	"	20	19	18	17	16½	16½	15	15	14	13
Chinese,	"	16½	15	15	14	13	13	13	12	11	11
Quartz Junction	"	12½	12	11	11	10	10	9	9	8	8
Jamestown,	"										

Omega Siding,	"	12½	12	11	11	10	10	9	9	8	8
Tattletown,	"	16½	15	15	14	13	13	13	12	11	11
El Rico	"										
McArdles,	"										
Molones,	"	20	19	18	17	16½	16½	15	15	14	13
Carson Hill,	"	23	22	21	20	19	19	18	17	16	15
Angels,	"	26	24	23	22	21	21	20	18	17	16

Line Spur,	"	8½	6	6	7	7	7	6	6	5	5
Sonora,	"										
Granite Spur	"	6½	6	6	6	6	6	5	5	4	4
Standard,	"										
Draper,	"										
Black Oak,	"										
Ralph,	"										
Tuolumne,	"	-	-	-	-	-	-	-	-	-	-

EXHIBIT NO. 3

COMMODITY RATES
ON THE
SIERRA RAILWAY COMPANY OF CALIFORNIA.

LOCAL COMMODITY RATES

FROM	TO	RATES IN CENTS PER TON OF 2000 LBS.
Oakdale, Cal.	Angels, Cal.	Oils, in tank cars, as follows: Petroleum crude oil; \$3.10 " gas " " road " " stove " also fuel oil, viz: Refinery Residuum, C.L.
Oakdale, Cal.	Sonora, Cal.	Box Material (Wooden) Carloads. \$1.20
	Standard, Cal.	Do. Do. \$1.30
	Ralph, Cal.	
	Tuolumne, Cal.	
Oakdale, Cal.	Cocperstown, Cal.	Forest Products, viz: Lumber, Lath, Log, Shingle, Shakes, Fence posts, Pickets, Grape Stakes, Lagging, Box Material, Railroad Ties, Telegraph or Telephone Poles (Wooden), Pipe Material (Wooden), Tank Material (Wooden), Water Pipe Staves, (Wooden), in Straight or Mixed Carloads: \$ 1.50
	Chinese, Cal.	
	Jamestown, Cal.	
	Melones, Cal.	
	Angels, Cal.	Doors, Sash (if glazed, released); and Blinds: Door and Window Frames \$ 1.65
	Sonora, Cal.	(wired); Blocks (Base, center, corner, head); and Carpenters' Moldings, in straight and mixed carloads, or mixed with Lumber, Lath, Shingles or Shakes. \$ 1.50
	Standard, Cal.	
	Ralph, Cal.	
	Tuolumne, Cal.	

ORE AND CONCENTRATES - CARLOADS.

(Rates are in cents per ton of 2000 pounds)

TO OAKDALE, CALIFORNIA FROM	Actual Value per ton of 2000 pounds. (Not to exceed)												
	\$20.00	\$30.00	\$40.00	\$50.00	\$60.00	\$70.00	\$80.00	\$90.00	\$100.00	\$150.00	\$200.00	\$250.00	\$300.00
Cooperstown, California	.70	.75	.85	.90	1.00	1.15	1.25	1.40	1.50	1.65	1.80	1.95	2.00
Rosasco ")	.95	1.05	1.15	1.25	1.45	1.60	1.75	1.95	2.10	2.30	2.50	2.75	2.80
Keystone ")													
Chinosa "	1.10	1.20	1.30	1.45	1.65	1.80	2.00	2.20	2.40	2.65	2.90	3.10	3.15
Quartz Junction "	1.20	1.35	1.50	1.60	1.85	2.05	2.25	2.50	2.70	2.95	3.25	3.50	3.55
Jonestown "	1.35	1.50	1.65	1.80	2.05	2.30	2.50	2.75	3.00	3.30	3.60	3.90	3.95
Tuolumne "													
Angels "													