

*Decision No. 28.*

Decision No. 28

Before the Railroad Commission,  
of the  
State of California.

In the matter of the joint  
rates of The Atchison, Topeka  
& Santa Fe Railway Company and  
the Oakland & Antioch Railroad  
Company.

*Case 126.*

In this matter representatives of the carriers appeared before the Commission and alleged that as a matter of general policy, the Commission should not order joint rates over connecting lines unless the convenience of the public demanded such a procedure and not in cases where such joint rates would merely tend to divide a volume of traffic already adequately taken care of by the carriers serving the territory involved.

In this case we have made a careful investigation of the line of the Oakland & Antioch Railroad from Bay Point beyond Walnut Creek and find that by reason of the fact that this line is separated by a considerable distance from the Southern Pacific line traversing the same Valley and the further fact that a branch of the Oakland & Antioch Railroad traverses the Ygnacio Valley, that a large number of producers and shippers in that section would be much more conveniently served by a joint movement via the Oakland & Antioch Railroad to Bay Point and the Atchison, Topeka & Santa Fe to other points, and we find as a fact that the convenience of the public requires the putting in of such joint rates,

IT IS THEREFORE ORDERED that within a reasonable time from the date hereof, not exceeding ten (10) days,

said two carriers present to this Commission for establishment joint rates from all points on the Oakland & Antioch Railroad to points on The Atchison, Topeka & Santa Fe Railroad within the State of California, such rates to become effective not later than June 10, 1911. At the time of the presentation of these rates, this Commission will determine the question of their reasonableness. In the event that the carriers involved cannot agree upon a division of these rates, they are instructed to bring the matter to the attention of the Commission to the end that the Commission may exercise its authority to establish a proper division.

Dated this 31st day of May, 1911.

John W. Eschleman  
A. H. Loveland  
H. Gordon  
Commissioners.

Decision No. 98 1/2.

Decision No. 98 1/2

BEFORE THE RAILROAD COMMISSION  
OF THE STATE OF CALIFORNIA

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In the Matter of the application of  
the Oakland & Antioch Railway for the  
establishment of a through route and  
joint rates in connection with the  
Atchison, Topeka & Santa Fe Railway  
Company.

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No. 126.

DECISION OF COMMISSION

March 16, 1911, the Oakland & Antioch Railway, a standard gauge electric railway, running from Bay Point, Contra Costa County, to Walnut Creek, - a distance of 12 miles, - with several branches, made application to the Commission to establish a through route and joint rates in connection with the Atchison, Topeka & Santa Fe Railway Company, via Bay Point.

In its application, the Oakland & Antioch Railway stated that it desired to compete with the Southern Pacific Company for traffic moving between points in the San Ramon Valley and points common to the lines of the Southern Pacific Company and the Atchison, Topeka & Santa Fe Railway Company.

The application asked the Commission to establish joint rates between these points via the Oakland & Antioch and the Atchison, Topeka & Santa Fe Railway Company, equal to the through rates of the Southern Pacific, it being obvious that any higher rates would not move any business and be of no benefit to the shipping public.

The Atchison, Topeka & Santa Fe Railway Company at this time declined to become party to any joint rates except on basis of combination of local rates, which would make very much higher

rates than through rates via the Southern Pacific Company; hence the Oakland & Antioch Railway appealed to the Commission to establish rates equal to those of the Southern Pacific Company.

After endeavoring for several months to adjust the matter informally, without success, the Commission directed its Rate Expert to visit the San Ramon Valley and to report as to whether public convenience demanded the establishment of a through route via the Oakland & Antioch Railway and the Atchison, Topeka & Santa Fe Railway Company.

The Rate Expert went over the lines of the Oakland & Antioch Railway, May 26, 1911, and held public meetings at Walnut Creek and Concord, the two principal towns on the line of this railway. At both meetings every citizen was invited to express his views. A large number of shippers spoke, every one of whom urged the Commission to establish a through route and joint rates and many reasons were advanced why such action should be taken. The principal reasons advanced were that the Oakland & Antioch Railway served a territory, for a large part, a considerable distance from the Southern Pacific tracks, and if they were permitted to ship through via this line in connection with the Atchison, Topeka & Santa Fe Railway Company, a material saving in cost of teaming would result and damage to fruit, due to long team hauls over rough roads, would be reduced to a minimum; that the price realized for farm products generally was such as to make it essential that farmers embrace every opportunity to save cost of marketing their products; that the service of the Southern Pacific Company was unsatisfactory in respect to time in transit and loading facilities at various stations. The passenger train service was also the subject of complaint, there being but one straight passenger train and one mixed train a day, whereas,

the Oakland & Antioch, in connection with the Atchison, Topeka & Santa Fe Railway Company, operates five passenger trains daily each way between San Francisco, Oakland, San Ramon and Ygnacio Valley points. The ability to utilize those trains, it was claimed would be a great benefit to the public and especially to those who had children attending schools in the Bay Cities.

The farmers of the Ygnacio Valley, served by the Oakland & Antioch Railway, maintain that with a railway serving them with many spur tracks, they should not, in order to obtain a reasonable freight rate, be obliged to team six or seven miles to the nearest Southern Pacific station.

The principal hay shipments now made from Walnut Creek are teamed in from points in the direction of Lafayette, beyond Walnut Creek. Through this territory the Oakland & Antioch Railway has built a line and the shippers desire a through route and joint rates in order to save a considerable team haul which is an item of great importance to such a commodity as hay. Merchants doing business in the towns of Concord and Walnut Creek, served by both the Southern Pacific Company and the Oakland & Antioch Railway, desired to avail themselves of the service of the Oakland & Antioch Railway and the Atchison, Topeka & Santa Fe Railway Company at equal rates because of the belief that superior service would be enjoyed via that route, which would probably bring about an improvement in service on the Southern Pacific.

It was pointed out that the Southern Pacific depot at Concord is nearly a mile from town, while the Oakland & Antioch Railway passes through the edge of the town.

The Commission was given to understand that if it found, on investigation, that a through route was necessary in the interest of public convenience, carriers would submit to the Commission for establishment joint tariffs and the rates in such tariffs between common points would be those in effect via the

Southern Pacific. With this understanding the Commission issued an informal order, directing the Oakland & Antioch Railway and the Atchison, Topeka & Santa Fe Railway Company to present to the Commission for establishment joint rates between all points on the Oakland & Antioch Railway and the Atchison, Topeka and Santa Fe Railway Company in California. In conformity with this informal order, the carriers prepared a joint freight tariff (Joint Freight Tariff No. 2, C.R.C. No. 4, copy of which is hereto attached, marked "Exhibit A") naming rates between various points on the lines of the Atchison, Topeka & Santa Fe Railway Company and the Oakland & Antioch Railway, said rates being between common points the same as the Southern Pacific rates between the same points. This tariff was presented to the Commission to become effective June 10, 1911, bearing the signatures of the officials of both railways. The Atchison, Topeka & Santa Fe Railway Company concurred in this tariff and furnished the Oakland & Antioch Railway a number (A.T. & S.F. System No. 11145) to appear on the tariff for their account, and this appeared on said joint tariff. Prior to the effective date of the tariff, however, the Atchison, Topeka & Santa Fe Railway Company officials notified the Oakland & Antioch Railway that its concurrence in this joint tariff was withdrawn on orders from their Chicago office. The Atchison, Topeka & Santa Fe Railway Company then presented to the Commission a joint tariff, - C.R.C. No. 201, - based on the combination of locals of both lines over a through route involving all the points mentioned in Joint Tariff No. 2, C.R.C. No. 4, heretofore mentioned, which through route and joint rates the Commission established, and, after due consideration, questioned the reasonableness of the rates contained in this tariff and ordered a hearing for the purpose of hearing and

determining the reasonableness of the freight rates based on a combination of locals, and also as to the advisability of establishing a through route for the transportation of passengers over said connecting lines and joint rates thereon.

At the hearing before the Commission July 11, 1911, it developed to the satisfaction of the Commission that officials of the Atchison, Topeka & Santa Fe Railway Company had concurred in the joint tariff No. 2, C.R.C. No. 4, heretofore mentioned, based on the through rates of the Southern Pacific Company, and the tariff was withdrawn, as was testified by a representative of the Atchison, Topeka & Santa Fe Railway Company, not because the rates were unreasonable, but because its Chicago office was opposed to making joint rates with electric lines on any other basis than a combination of locals.

Testimony was given to the effect that the Atchison, Topeka & Santa Fe Railway Company publishes joint rates in connection with other steam lines, not on a combination of locals, but the same rates as the Southern Pacific Company, in order to meet the competition of that company.

The Commission is not impressed with the arguments advanced for refusal of steam roads to make joint rates in connection with electric lines in competition with an existing through steam line. The practice is general between steam lines and the nature of the motive power should not change the situation. The practice is general for steam roads to combine and make through rates equal to rates of one carrier which covers the entire territory served by two or more carriers. In so doing the several lines making up the through routes accept as a rule much less than their full locals to points of interchange. Why, then, should we draw the line and restrict joint rates and through routes for the reason that the motive power

of one line is electricity and the other steam? Both perform the same service as common carriers and both are subject to the laws governing transportation companies, and we believe that when public convenience requires the opening of through routes and the establishment of joint rates the kind of motive power employed by either company is not an element to be considered.

It has been contended that many reasons exist why joint rates between steam and electric railways are undesirable, chief of which are: that electric lines are constructed for promotion of real estate transactions; that these lines are cheaply constructed and inexpensive to operate; that such roads have little or no interchangeable equipment. These electric lines, a witness testified, are regarded by steam roads as interlopers.

As to the building of electric lines for real estate promotion, we doubt if the builders of many of them invest anywhere near as much in real estate as they do in the railroad. To our minds, if the electric lines serve to better transportation facilities and are of convenience to the shipping and traveling public, the motive of the builders is of little or no consequence.

The fact that sometimes large tracts of land are subdivided and settled upon and electric lines constructed through them only serves to increase the necessity of through routes and joint rates to accommodate these settlers.

As to the cost of construction of the two classes of lines, we believe that electric lines of modern construction cost fully as much, if not more, than steam lines and we believe it can be shown that the two lines, should both be built through the same kind of territory and both to accommodate the same kind and volume of traffic, the electric line would prove to be the



more expensive to construct and equip.

Electric lines usually can secure permission more readily to run passenger trains on streets and highways of cities and towns and this may save them considerable in cost of rights-of-way, but because this method of operation is not objectionable to the public and steam operation on public highways is highly so, the public should not be penalized for patronizing that service which best fills their wants and necessities.

With reference to the expense of operation, the Commission believes that freight can be, and is handled more cheaply on steam than electric lines, particularly when the steam lines cover an extensive territory, thereby enabling them to concentrate their business and handle it in large trains.

Regarding the claim of steam roads that electric lines have little or no interchangeable equipment, the same may be said of many of the small steam lines which very often have not sufficient equipment to permit it to leave their rails. It is the custom in this, and other states, for the large steam lines to furnish equipment on a per diem basis for business moving from or to small feeders. Some quite extensive systems in this state do not permit their equipment to leave their rails, and notwithstanding this, the steam line connections deliver cars which may be loaded for points on these lines and furnish their equipment for such traffic as may originate on these lines to be forwarded via the larger systems. This argument only seems to be advanced when some electric road builds into some section which is regarded by an existing steam line as its exclusive territory. It is, therefore, apparent that the real issues in this case are whether or not public convenience and necessity demand the establishment of a through route and joint rates between

points reached by the Atchison, Topeka & Santa Fe Railway Company and the Oakland & Antioch Railway, common to the Southern Pacific Company, and if so, what joint rates would be reasonable for the through service.

There are joint tariffs on file with this Commission between steam and electric roads and the divisions of the rates are such as to give both lines less than their full locals.

A through route and joint <sup>rates</sup> for transportation of freight having been established on filing with this Commission of Joint Tariff, C.R.C. No. 201, heretofore mentioned, based on the combination of locals, the reasonableness of the joint rates therein contained have been investigated by the Commission, and, after due consideration, the Commission finds that the rates therein contained are excessive and unreasonable.

The Commission further finds that the rates named in Joint Freight Tariff No. 2, C.R.C. No. 4, issued by the Oakland & Antioch Railway and concurred in by the Atchison, Topeka & Santa Fe Railway Company, (A.T. & S.F. No. 11145), which tariff was withdrawn at the request of the Atchison, Topeka & Santa Fe Railway Company, are just and reasonable, with the exception of Item No. 47, naming rate on Cement, carloads, from San Francisco and Oakland to Walnut Creek of \$1.55 per ton; Item No. 53, naming rate on Forest Products, from Oakland to Walnut Creek of \$1.25 per ton; Item No. 88, Cereal Products, from Stockton to Concord of \$2.05 per ton; Item No. 89, Cereal Products, Stockton to Hookston of \$2.05 per ton; Item No. 90, Cereal Products, Stockton to Walnut Creek of \$2.45 per ton, which rates the Commission finds excessive, and the Commission finds the following rates in lieu thereof to be just and reasonable: Cement, carloads, minimum weight 50,000 lbs. San Francisco and Oakland to Walnut

Creek \$1.25 per ton, of 2,000 lbs.; Forest Products, Oakland to Walnut Creek \$1.15 per ton; Cereals and Cereal Products, Stockton to Concord \$1.75 per ton, Stockton to Hookston \$1.85 per ton and Stockton to Walnut Creek \$2.00 per ton.

The following rates are hereby established by this Commission as the rates to be charged by the carriers involved, viz.: the Atchison, Topeka & Santa Fe Railway Company, the Oakland & Antioch Railway, and the Richmond Belt Railway, on intrastate freight business between the points mentioned; said rates to become effective on the 10th day of September, 1911.

CLASS RATES IN CENTS PER ONE HUNDRED POUNDS.

Between  
SAN FRANCISCO  
OAKLAND  
and

	1	2	3	4	5	A	B	C	D	E
Concord	16	13	10	8	7	7	7	6-1/2	6	6
*Moinort	18	15	12	9	8	8	8	7-1/2	7	7
*Gavin	19	16	13	10	9	9	9	8-1/2	8	8
*Moore	21	18	15	12	11	11	11	10-1/2	10	10
*Walwood	20	17	14	11	10	10	10	9-1/2	9	9
*Hookston	18	15	12	9	8	8	8	7-1/2	7	7
Walnut Crook	18	15	12	9	9	9	9	8-1/2	8	8
*Sarnap	19	16	13	10	10	10	10	9-1/2	9	9
*Napland	21	18	15	12	12	12	12	11-1/2	11	11

Between  
ANTIOCH  
and

Concord	10	8	7	5	4	4	4	4	3-1/2	3-1/2
*Moinort	12	10	9	6	5	5	5	5	4-1/2	4-1/2
*Gavin	14	12	11	8	7	7	7	7	6-1/2	6-1/2
*Moore	16	14	13	10	9	9	9	9	8-1/2	8-1/2
*Walwood	15	13	12	9	8	8	8	8	7-1/2	7-1/2

	1	2	3	4	5	A	B	C	D	E
*Hookston	12	10	9	6	6	6	5	5	4-1/2	4-1/2
Walnut Creek	14	12	11	8	7	7	6	6	5-1/2	5-1/2
*Sarnap	16	13	12	9	8	8	7	7	6-1/2	6-1/2
*Hapland	17	15	14	11	10	10	9	9	8-1/2	8-1/2

● Between  
STOCKTON  
and

Concord	21	18	14	12	11	11	9-1/2	7-1/2	7	7
*Moinert	23	20	16	13	12	12	10-1/2	8-1/2	8	8
*Gavin	24	21	17	15	13	13	12	10	9	9
*Moore	26	23	19	17	15	15	14	12	11	11
*Walwood	25	22	18	16	14	14	13	11	10	10
*Hookston	23	20	16	13	12	12	10-1/2	8-1/2	8	8
Walnut Creek	25	22	18	15	14	14	11-1/2	9-1/2	9	9
*Sarnap	26	23	19	16	15	15	12-1/2	10-1/2	10	10
*Hapland	28	25	21	18	16	16	14	12	11	11

COMMODITY RATES.

COMMODITY	Between	and	Rates per Ton of 2000 lbs.
	Concord		\$1.00
	*Hookston		\$1.20
Liquors, viz:	*Gavin		\$1.40
Wine in wood, carload.	*Moore	San Francisco Oakland	\$1.50
	*Walwood		\$1.45
	*Sarnap		\$1.35
	*Napland		\$1.50
Liquors, viz.:	*Hookston	*Junction (Calwa)	\$4.20
Wine in wood, carload.	*Hookston	Points on Richmond Bolt Railway	\$1.10
	FROM	TO	
Liquors, viz.:	Walnut Creek	San Francisco Oakland	\$1.20
Wine and Brandy in wood, straight or mixed carload.			
Cement, carloads, minimum weight 50,000 pounds.	San Francisco Oakland	Walnut Creek	\$1.25

COMMODITY

FROM

TO

Rates per Ton  
of 2000 lbs.

Forest Products, viz.:  
Lumber, Lath, Shingles, Shakes,  
Fence Posts, Box or Crato Stuff  
and Shooks, Railroad Ties, Piles,  
Telegraph and Telephone Poles,  
(Wooden), Wooden Telephone or  
Telegraph Cross-arms, Pipe Ma-  
terial (Wooden), Tank Material  
(Wooden), Sawdust; Doors, Sash  
(if glazed, released) and Blinds,  
Door and Window Frames; Wired;  
Blocks (Base, Center, Corner  
and Head); Mouldings; straight  
or mixed carloads.

San Francisco	Concord	\$1.25
San Francisco	*Hookston	\$1.25
Oakland	*Hookston	\$1.15
San Francisco	*Gavin	\$1.40
Oakland	*Moore	\$1.50
San Francisco	*Walwood	\$1.45
Oakland	*Walnut Creek	\$1.25
Oakland	Walnut Creek	\$1.15
San Francisco	*Sarnap	\$1.40
Oakland	*Hapland	\$1.55
Oakland	Concord	\$0.90
Stockton	Concord	\$1.40
	*Hookston	\$1.60
	Walnut Creek	\$1.80

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Between

and

Hay and Straw, straight or  
mixed carload.

San Francisco  
Oakland

Concord	\$1.00
*Gavin	1.25
*Moore	1.35
*Walwood	1.30
*Hookston	1.10
Walnut Creek	1.15
*Sarnap	1.30
*Hapland	1.45

COMMODITY

Between

And

Rates per Ton  
of 2000 lbs.

Hay and Straw, straight or  
mixed carload.

Stockton

Concord	\$1.50
*Gavin	1.90
*Moore	2.00
*Walwood	2.00
*Hookston	1.70
Walnut Creek	1.90
*Sarnap	2.05
*Hapland	2.20

Sulphur, carload

San Francisco  
Oakland

Concord	1.30
*Moore	2.00
*Walwood	1.80
*Hookston	1.60
Walnut Creek	1.70
*Hapland	2.00

From

To

Oils: viz.--(in tank cars, car-  
load) Petroleum crude oil,  
Petroleum Road oil, Petroleum  
oil residuum, Fuel oil viz:  
Refinery Residuum, Petroleum  
gas oil, Petroleum stove.  
Minimum carload weight will be  
full gallonage capacity of car  
but not to exceed the weight  
carrying capacity of the car.

Richmond

Concord	\$0.90
Walnut Creek	1.60



Rates per Ton  
of 2000 lbs.

COMMODITY

Between

And

Cereals and Cereal Products:  
 Flour (manufactured from Wheat;  
 Corn, Buckwheat, Potatoes and  
 Rye), Pearl Barley, Bean Meal,  
 Shredded Biscuit, Coraline, Corn  
 Flake, Corn Meal, Farino, Farinoso,  
 Gornoa, Grits, Grape Nuts, Hominy,  
 Maizea, Malta Vita, Oat Groats,  
 Oat Meal, Rolled Oats, Pancake  
 Flour, Pea Meal, Vitos, Cracked Wheat  
 and Cereal Breakfast Foods (packed  
 in paper, pasteboard, pulpboard  
 or straw-board cartons or pack-  
 ages), in packages, straight or  
 mixed carload.

San Francisco  
Oakland

Concord

\$1.30

\*Hookston

1.40

San Francisco

Walnut Creek

1.40

Oakland

Walnut Creek

1.40

Concord

1.75

Stockton

\*Hookston

1.85

Walnut Creek

2.00

LIVE STOCK RATES.

In dollars and cents per 30-foot car.

Between and	San Francisco			Oakland			Stockton		
	Horses Jacks Donkeys Burros Mules	Cattle	Sheep Goats Hogs	Horses Jacks Donkeys Burros Mules	Cattle	Sheep Goats Hogs	Horses Jacks Donkeys Burros Mules	Cattle	Sheep Goats Hogs.
Concord	\$16.50	\$16.50	\$13.50	\$12.00	\$12.00	\$10.00	\$19.00	\$19.00	\$16.00
*Moore	22.50	22.50	20.00	19.00	19.00	16.00	26.00	26.00	22.00
*Walwood	22.50	22.50	20.00	19.00	19.00	19.00	26.00	26.00	22.00
*Hookston	18.50	18.50	15.50	14.00	14.00	11.00	21.00	21.00	17.00
Walnut Creek	20.00	20.00	16.50	16.00	16.00	13.00	23.00	23.00	18.00
*Sarnap	22.50	22.50	19.00	18.50	18.50	15.50	25.50	25.50	20.50
*Napland	24.00	24.00	20.50	20.00	20.00	17.00	27.00	27.00	22.00

These rates the Commission, after hearing in accordance with the law, due and legal notice of which was given, and careful consideration of the evidence presented at such hearing, and of all the facts, finds to be just and reasonable and the carriers involved are further ordered to publish and distribute and file with this Commission, on or before said date, a tariff of said rates.

The Commission further finds, after hearing in accordance with law, of which due and legal notice was given, that a through route between San Francisco, Oakland and Stockton and points between on the line of the Atchison, Topeka & Santa Fe Railway Company and all points on the Oakland and Antioch Railway, and joint rates thereon should be established over said connecting lines between said points for the transportation of passengers, and the Commission hereby establishes such through route and establishes the following joint rates between the points mentioned, which rates are hereby found to be just and reasonable.

First class fares, continuous passage.

Between and	Concord	Hookston	Walnut Creek
San Francisco	\$1.25	\$1.35	\$1.50
Oakland	1.25	1.35	1.50
Richmond	.95	1.05	1.20
Antioch	.60	.70	.80
Stockton	1.50	1.60	1.70

It is further ordered that in case the carriers involved can not agree upon a division of such joint rates that they appear before this Commission on the 30th day of August, 1911, at 10 o'clock A.M., at the office of said Commission, Room 7, Ferry Building, at which time and place this Commission will proceed to establish said divisions as prescribed by law.

John M. Eshleman

H. Loveland

W. Gordon

Commissioners.

Dated this 8th day of August, 1911.

C. R. C. No. 2  
Only two supplements to this Tariff will be in effect at any time.

"EXHIBIT A"

Rates named in this Tariff must not be used to make through rates on Interstate traffic

# OAKLAND & ANTIOCH RAILWAY

IN CONNECTION WITH  
Coast Lines of The Atchison, Topeka & Santa Fe Railway  
(C. R. C. Concurrence F2-No. 1)  
A. T. & S. F. System No. 11145



RECEIVED  
AUG - 7 1911  
RAILROAD COMMISSION  
STATE OF CALIFORNIA

## Joint Freight Tariff No. 2

Naming  
Class and Commodity Rates  
Between  
Stations on the Oakland & Antioch Railway  
and  
San Francisco, Oakland and Stockton, California, and points between; and Calwa, Cal.  
On the Coast Lines of the Atchison, Topeka & Santa Fe Railway

Governed, except as otherwise provided herein, by the Western Classification No. 50 (C. R. C. No. 2), supplements thereto and reissues thereof, and by exceptions to said classification, Pacific Freight Tariff Bureau Exception Sheet No. 1-A (C. R. C. No. 3), supplements thereto and reissues thereof.

ISSUED JUNE 9, 1911.

EFFECTIVE JUNE 10, 1911.

Issued in compliance with order of the Railroad Commission of the State of California, dated May 31, 1911.

W. G. BARNWELL  
GENERAL FREIGHT AGENT  
A. T. & S. F. RY., COAST LINES  
Los Angeles, Cal.

H. P. ANEWALT  
A. G. F. A.  
A. T. & S. F. Ry. Coast Lines  
San Francisco, Cal.

Issued by  
R. H. FISH  
Traffic Manager, Oakland & Antioch Ry.  
CONCORD, CAL.

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## STATIONS FROM AND TO WHICH RATES APPLY.

### OAKLAND & ANTIOCH RY. STATIONS.

Concord  
 \*Gayin  
 \*Hookston  
 \*Meinert  
 \*Moore  
 \*Napland  
 \*Sarnap  
 Walnut Creek  
 \*Walwood

### A. T. & S. F. RAILWAY STATIONS.

\*Junction (Calwa)  
 Oakland  
 Richmond  
 San Francisco  
 Stockton

NOTE: All stations are in California.

## EXPLANATION OF REFERENCE MARKS AND TECHNICAL ABBREVIATIONS.

C. R. C. California Railroad Commission

\*No Agent. Freight must be prepaid.

# Rules and Regulations

**Item No. 1. Application of Rates.** Rates to or from stations not named will be the same as shown in this tariff or supplements thereto, to or from the next more distant station to or from which rates are named in this tariff or supplements thereto. Rates are specific and must not be applied to analogous articles.

**Item No. 2. Combination of Rates Versus Through Rates.** In every instance where class or commodity rate is named between specified points, the lower of such rates is the lawful rate, provided that, if some combination of class or commodity rates, or class and commodity rates, is found to be lower than the through rate, the lower combination of rates will apply.

**Item No. 3. Charge for Less than Carload Freight.** The amount charged for less carload freight must not exceed charges for a minimum carload of the same kind of freight.

**Item No. 4. Minimum Charge for Less Carload Freight.** The minimum charge for any single less carload shipment, whether composed of one or more articles, is twenty-five cents.

**Item No. 5. Minimum Charge for Handling Carload Freight.** The minimum charge for handling carload freight of all classes and commodities will be \$5.00 per car, except when otherwise specifically shown in tariff or supplements thereto. (Does not apply on empty second-hand carriers returned.)

**Item No. 6. Minimum Carload Weight.** The minimum carload weight on commodities on which carload rates are shown in this tariff or supplements thereto, will be 30,000 pounds, if no minimum carload weight is provided in connection therewith in this tariff or in Western Classification No. 50, C. R. C. No. 2, supplements thereto or reissues thereof, or in exceptions to said Classification No. 50, Pacific Freight Tariff Bureau Exception Sheet No. 1-A, C. R. C. No. 3.

**Item No. 7. Terminal Privileges and Charges.** Shipments moving under this tariff, supplements thereto or reissues thereof, are subject to terminal charges, privileges, and allowances provided by tariffs of individual lines, parties to this tariff, and lawfully on file with the Railroad Commission of the State of California. Demurrage privileges and charges are published in Car Demurrage Tariff, No. 2-C, Agent E. E. Mote's C. R. C. No. 5, supplements thereto and reissues thereof.

**Item No. 8. Transportation of Explosives.** Explosives will be handled subject to the rules and regulations of the California Railroad Commission.

**Item No. 9. Omitted.**

## CLASS RATES IN CENTS PER ONE HUNDRED POUNDS

Item No.	BETWEEN SAN FRANCISCO OAKLAND AND	1	2	3	4	5	A	B	C	D	E
10	Concord .....	16	13	10	8	7	7	7	6½	6	6
11	•Meinert .....	18	15	12	9	8	8	8	7½	7	7
12	•Gavin .....	19	16	13	10	9	9	9	8½	8	8
13	•Moore .....	21	18	15	12	11	11	11	10½	10	10
14	•Walwood .....	20	17	14	11	10	10	10	9½	9	9
15	•Hookston .....	18	15	12	9	8	8	8	7½	7	7
16	Walnut Creek .....	18	15	12	9	9	9	9	8½	8	8
17	•Sarnap .....	19	16	13	10	10	10	10	9½	9	9
18	•Napland .....	21	18	15	12	12	12	12	11½	11	11
BETWEEN ANTIOCH AND											
19	Concord .....	10	8	7	5	4	4	4	4	3½	3½
20	•Meinert .....	12	10	9	6	5	5	5	5	4½	4½
21	•Gavin .....	14	12	11	8	7	7	7	7	6½	6½
22	•Moore .....	16	14	13	10	9	9	9	9	8½	8½
23	•Walwood .....	15	13	12	9	8	8	8	8	7½	7½
24	•Hookston .....	12	10	9	6	5	5	5	5	4½	4½
25	Walnut Creek .....	14	12	11	8	7	7	6	6	5½	5½
26	•Sarnap .....	15	13	12	9	8	8	7	7	6½	6½
27	•Napland .....	17	15	14	11	10	10	9	9	8½	8½
BETWEEN STOCKTON AND											
28	Concord .....	21	18	14	12	11	11	9½	7½	7	7
29	•Meinert .....	23	20	16	13	12	12	10½	8½	8	8
30	•Gavin .....	24	21	17	15	13	13	12	10	9	9
31	•Moore .....	26	23	19	17	15	15	14	12	11	11
32	•Walwood .....	25	22	18	16	14	14	13	11	10	10
33	•Hookston .....	23	20	16	13	12	12	10½	8½	8	8
34	Walnut Creek .....	25	22	18	15	14	14	11½	9½	9	9
35	•Sarnap .....	26	23	19	16	15	15	12½	10½	10	10
36	•Napland .....	28	25	21	18	16	16	14	12	11	11



# Commodity Rates

Item No.	COMMODITY	BETWEEN	AND	Rates per Ton of 2000 pounds <small>Except as noted in individual items</small>
37		Concord		\$1.00
38		*Hookston		\$1.20
39		*Gavin	San Francisco	\$1.40
40	Liquors, viz.: Wine in wood, carload.	*Moore	Oakland	\$1.50
41		*Walwood		\$1.45
42		*Sarnap		\$1.25
43		*Napland		\$1.50
44	Liquors, viz.:	*Hookston	*Junction (Calwa)	\$1.20
45	Wine in wood, carload.	*Hookston	Points on Richmond Belt Ry.	\$1.10
		FROM	TO	
46	Liquors, viz.: Wine and Brandy in wood, straight or mixed carload.	Walnut Creek	San Francisco Oakland	\$1.20
47	Cement, carload, minimum weight 50,000 pounds.	San Francisco Oakland	Walnut Creek	\$1.55
48		San Francisco	Concord	\$1.25
49			*Hookston	\$1.25
50	Forest Products, viz.:		*Gavin	\$1.40
51	Lumber, Lath, Shingles, Shakes, Fence Posts, Box or Crate Stuff	San Francisco	*Moore	\$1.50
52	and Shooks, Railroad Ties, Piles, Telegraph and Telephone Poles	Oakland	*Walwood	\$1.45
53	(Wooden). Wooden Telegraph or Telephone Cross-arms, Pipe Ma-		Walnut Creek	\$1.25
54	terial (Wooden). Tank Material (Wooden). Sawdust, Doors, Sash		*Sarnap	\$1.40
55	(if glazed, released) and Blinds; Door and Window Frames,		*Napland	\$1.55
56	Wired Blocks (Base, Center, Corner and Head); Mouldings;	Oakland	Concord	\$0.20
57	straight or mixed carloads.		Concord	\$1.40
58		Stockton	*Hookston	\$1.60
59			Walnut Creek	\$1.80

# Commodity Rates (Continued)

Item No.	COMMODITY	BETWEEN	AND	Rates per Ton of 2000 pounds <small>Except as noted in individual items</small>	
60			Concord	\$1.00	
61			*Gavin	\$1.25	
62			*Moore	\$1.35	
63		San Francisco Oakland	*Walwood	\$1.30	
64			*Hookston	\$1.10	
65			Walnut Creek	\$1.15	
66			*Sarnap	\$1.30	
67	Hay and Straw, straight or mixed carload.		*Napland	\$1.45	
68			Concord	\$1.50	
69			*Gavin	\$1.90	
70			*Moore	\$2.00	
71			Stockton	*Walwood	\$2.00
72				*Hookston	\$1.70
73				Walnut Creek	\$1.90
74				*Sarnap	\$2.05
75				*Napland	\$2.20
76				Concord	\$1.30
77				*Moore	\$2.00
78			San Francisco	*Walwood	\$1.80
79		Sulphur, carload.	Oakland	*Hookston	\$1.50
80				Walnut Creek	\$1.70
81				*Napland	\$2.00
		FROM	TO		
82	Oils, viz. --(in tank cars, carload) Petroleum crude oil, Petroleum road oil, Petroleum oil residuum, Fuel oil viz: Refinery Residuum, Petroleum gas oil, Petroleum stove. Minimum carload weight will be full-gallonage capacity of car but not to exceed the weight carrying capacity of the car.		Concord	\$0.90	
83		Richmond	Walnut Creek	\$1.60	
		BETWEEN	AND		
84	Cereals and Cereal Products: Flour (manufactured from Wheat, Corn, Buckwheat, Potatoes and Rye), Pearl Barley, Bean Meal, Shredded Biscuit, Ceraline, Corn Flake, Corn Meal, Farina, Farinose, Germea, Grits, Grape Nuts, Hominy, Maizea, Malta Vita, Oat Groats, Oat Meal, Rolled Oats, Pancake Flour, Pea Meal, Vitos, Cracked Wheat and Cereal Breakfast Foods (packed in paper, pasteboard, pulpboard or straw-board cartons or pack- ages), in packages, straight or mixed carload.	San Francisco Oakland	Concord	\$1.30	
85				*Hookston	\$1.40
86		San Francisco	Walnut Creek	\$1.40	
87		Oakland	Walnut Creek	\$1.40	
88			Concord	\$2.05	
89		Stockton	*Hookston	\$2.05	
90			Walnut Creek	\$2.45	

# LIVE STOCK RATES

In dollars and cents per 30-foot car. Rules and regulations are published in Pacific Freight Tariff Bureau Circular No. 2. C. R. C. No.5. supplements thereto and reissues thereof.

Item No.	Between and	San Francisco			Oakland			Stockton		
		HORSES JACKS DONKEYS BURROS MULES	CATTLE	SHEEP GOATS HOGS	HORSES JACKS DONKEYS BURROS MULES	CATTLE	SHEEP GOATS HOGS	HORSES JACKS DONKEYS BURROS MULES	CATTLE	SHEEP GOATS HOGS
91	Concord .....	\$16.50	\$16.50	\$13.50	\$12.00	\$12.00	\$10.00	\$19.00	\$19.00	\$15.00
92	*Moore .....	22.50	22.50	20.00	19.00	19.00	16.00	26.00	26.00	22.00
93	*Walwood .....	22.50	22.50	20.00	19.00	19.00	19.00	26.00	26.00	22.00
94	*Hookston .....	18.50	18.50	15.50	14.00	14.00	11.00	21.00	21.00	17.00
95	Walnut Creek..	20.00	20.00	16.50	16.00	16.00	13.00	23.00	23.00	18.00
96	*Sarnap .....	22.50	22.50	19.00	18.50	18.50	15.50	25.50	25.50	20.50
97	*Napland .....	24.00	24.00	20.50	20.00	20.00	17.00	27.00	27.00	22.00

Rates named in this Tariff must not be used to make through rates on Interstate traffic

# OAKLAND & ANTIOCH RAILWAY

IN CONNECTION WITH  
Coast Lines of The Atchison, Topeka & Santa Fe Railway  
(C. R. C. Concurrence F2-No. 1)

A. T. & S. F. System No. 11145



## Joint Freight Tariff No. 2

Naming  
Class and Commodity Rates  
Between

Stations on the Oakland & Antioch Railway  
and

San Francisco, Oakland and Stockton, California, and points between, and Calwa, Cal.  
On the Coast Lines of the Atchison, Topeka & Santa Fe Railway

Governed, except as otherwise provided herein, by the Western Classification No. 50 (C. R. C. No. 2), supplements thereto and reissues thereof, and by exceptions to said classification, Pacific Freight Tariff Bureau Exception Sheet No. 1-A (C. R. C. No. 3), supplements thereto and reissues thereof.

ISSUED JUNE 9, 1911.

EFFECTIVE JUNE 10, 1911.

Issued in compliance with order of the Railroad Commission of the State of California, dated May 31, 1911.

W. G. BARNWELL  
GENERAL FREIGHT AGENT  
A. T. & S. F. RY., COAST LINES  
Los Angeles, Cal.

H. P. ANEWALT  
A. G. F. A.  
A. T. & S. F. Ry. Coast Lines  
San Francisco, Cal.

Issued by  
R. H. FISH  
Traffic Manager, Oakland & Antioch Ry.  
CONCORD, CAL.

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## STATIONS FROM AND TO WHICH RATES APPLY.

### OAKLAND & ANTIOCH RY. STATIONS.

Concord  
 \*Gavin  
 \*Hookston  
 \*Meinert  
 \*Moore  
 \*Napland  
 \*Sarnap  
 Walnut-Creek  
 \*Walwood

### A. T. & S. F. RAILWAY STATIONS.

\*Junction (Calwa)  
 Oakland  
 Richmond  
 San Francisco  
 Stockton

NOTE: All stations are in California.

## EXPLANATION OF REFERENCE MARKS AND TECHNICAL ABBREVIATIONS.

C. R. C. California Railroad Commission.

\*No Agent. Freight must be prepaid.

# Rules and Regulations

**Item No. 1. Application of Rates.** Rates to or from stations not named will be the same as shown in this tariff or supplements thereto, to or from the next more distant station to or from which rates are named in this tariff or supplements thereto. Rates are specific and must not be applied to analogous articles.

**Item No. 2. Combination of Rates Versus Through Rates.** In every instance where class or commodity rate is named between specified points, the lower of such rates is the lawful rate, provided that, if some combination of class or commodity rates, or class and commodity rates, is found to be lower than the through rate, the lower combination of rates will apply.

**Item No. 3. Charge for Less than Carload Freight.** The amount charged for less carload freight must not exceed charges for a minimum carload of the same kind of freight.

**Item No. 4. Minimum Charge for Less Carload Freight.** The minimum charge for any single less carload shipment, whether composed of one or more articles, is twenty-five cents.

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**Item No. 8. Transportation of Explosives.** Explosives will be handled subject to the rules and regulations of the California Railroad Commission.

**Item No. 9. Omitted.**

## CLASS RATES IN CENTS PER ONE HUNDRED POUNDS

BETWEEN SAN FRANCISCO OAKLAND AND		1	2	3	4	5	A	B	C	D	E
10	Concord .....	16	13	10	8	7	7	7	6½	6	6
11	Meinert .....	18	15	12	9	8	8	8	7½	7	7
12	Gavin .....	19	16	13	10	9	9	9	8½	8	8
13	Moore .....	21	18	15	12	11	11	11	10½	10	10
14	Walwood .....	20	17	14	11	10	10	10	9½	9	9
15	Hookston .....	18	15	12	9	8	8	8	7½	7	7
16	Walnut Creek .....	18	15	12	9	9	9	9	8½	8	8
17	Sarnap .....	19	16	13	10	10	10	10	9½	9	9
18	Napland .....	21	18	15	12	12	12	12	11½	11	11

BETWEEN ANTIOCH AND											
19	Concord .....	10	8	7	5	4	4	4	4½	3½	3½
20	Meinert .....	12	10	9	6	5	5	5	5½	4½	4½
21	Gavin .....	14	12	11	8	7	7	7	7½	6½	6½
22	Moore .....	16	14	13	10	9	9	9	8½	8½	8½
23	Walwood .....	15	13	12	9	8	8	8	8	7½	7½
24	Hookston .....	12	10	9	6	5	5	5	5½	4½	4½
25	Walnut Creek .....	14	12	11	8	7	7	6	6	5½	5½
26	Sarnap .....	15	13	12	9	8	8	7	7	6½	6½
27	Napland .....	17	15	14	11	10	10	9	9	8½	8½

BETWEEN STOCKTON AND											
28	Concord .....	21	18	14	12	11	11	9½	7½	7	7
29	Meinert .....	23	20	16	13	12	12	10½	8½	8	8
30	Gavin .....	24	21	17	15	13	13	12	10	9	9
31	Moore .....	26	23	19	17	15	15	14	12	11	11
32	Walwood .....	25	22	18	16	14	14	13	11	10	10
33	Hookston .....	23	20	16	13	12	12	10½	8½	8	8
34	Walnut Creek .....	25	22	18	15	14	14	11½	9½	9	9
35	Sarnap .....	26	23	19	16	15	15	12½	10½	10	10
36	Napland .....	28	25	21	18	16	16	14	12	11	11

\* No Agent—Freight must be Prepaid.

# Commodity Rates

	COMMODITY	BETWEEN	AND	Rates per Ton of 2000-pounds
37		Concord		\$1.00
38		*Hookston		\$1.20
39		*Gavin	San Francisco	\$1.40
40	Liquors, viz.: Wine in wood, carload.	*Moore	Oakland	\$1.50
41		*Walwood		\$1.45
42		*Sarnap		\$1.35
43		*Napland		\$1.50
44	Liquors, viz.:	*Hookston	*Junction (Calwa)	\$4.20
45	Wine in wood, carload.	*Hookston	Points on Richmond Belt Ry.	\$1.10
		FROM	TO	
46	Liquors, viz.: Wine and Brandy in wood, straight or mixed carload.	Walnut Creek	San Francisco Oakland	\$1.20
✓ 47	Cement, carload, minimum weight 50,000 pounds.	San Francisco Oakland	Walnut Creek	<del>\$1.25</del> 1.25
48		San Francisco	Concord	\$1.25
49		<i>S.F. Oakland</i>	*Hookston	\$1.25 1.15
50	Forest Products, viz.:		*Gavin	\$1.40
51	Lumber, Lath, Shingles, Shakes, Fence Posts, Box or Crate Stuff and Shooks, Railroad Ties, Piles, Telegraph and Telephone Poles (Wooden), Wooden Telegraph or Telephone Cross-arms, Pipe Material (Wooden), Tank Material (Wooden), Sawdust, Doors, Sash (if glazed, released) and Blinds, Door and Window Frames, Wired Blocks (Base, Center, Corner and Head): Mouldings: straight or mixed carloads.	San Francisco Oakland	*Moore	\$1.50
52			*Walwood	\$1.45
53		<i>S.F. Oakland</i>	Walnut Creek	\$1.25 1.15
54		<i>S.F. Oakland</i>	*Sarnap	\$1.40
55			*Napland	\$1.55
56		Oakland	Concord	\$0.90 ✓
57			Concord	\$1.40
58		Stockton	*Hookston	\$1.60
59			Walnut Creek	\$1.80



# Commodity Rates (Continued)

<del>Item No.</del>	COMMODITY	BETWEEN	AND	Rates per Ton of 2000 pounds <small>Except as noted in individual items</small>
60			Concord	\$1.00
61			*Gavin	\$1.25
62			*Moore	\$1.35
63		San Francisco Oakland	*Walwood	\$1.30
64			*Hookston	\$1.10
65			Walnut Creek	\$1.15
66			*Sarnap	\$1.30
67	Hay and Straw, straight or mixed carload.		*Napland	\$1.45
68			Concord	\$1.50
69			*Gavin	\$1.90
70			*Moore	\$2.00
71		Stockton	*Walwood	\$2.00
72			*Hookston	\$1.70
73			Walnut Creek	\$1.90
74			*Sarnap	\$2.05
75			*Napland	\$2.20
76			Concord	\$1.30
77			*Moore	\$2.00
78		San Francisco Oakland	*Walwood	\$1.80
79	Sulphur, carload.		*Hookston	\$1.50
80			Walnut Creek	\$1.70
81			*Napland	\$2.00
		FROM	TO	
82	Oils: viz.--(in tank cars, carload) Petroleum crude oil, Petroleum road oil, Petroleum oil residuum, Fuel oil viz. Refinery Residuum, Petroleum gas oil, Petroleum stove. Minimum carload weight will be full-gallonage capacity of car but not to exceed the weight carrying capacity of the car.		Concord	\$0.90
83		Richmond	Walnut Creek	\$1.60
		BETWEEN	AND	
84	Cereals and Cereal Products: Flour (manufactured from Wheat, Corn, Buckwheat, Potatoes and Rye), Pearl Barley, Bean Meal, Shredded Biscuit, Ceraline, Corn Flake, Corn Meal, Farina, Farin- ose, Germea, Grits, Grape Nuts, Hominy, Maizea, Malta Vita, Oat Groats, Oat Meal, Rolled Oats, Pancake Flour, Pea Meal, Vitos, Cracked Wheat and Cereal Breakfast Foods (packed in paper, pasteboard, pulpboard or straw-board cartons or pack- ages), in packages, straight or mixed carload.	San Francisco Oakland	Concord	\$1.20
85				*Hookston
86		San Francisco	Walnut Creek	\$1.40
87		Oakland	Walnut Creek	\$1.40
88			Concord	<del>\$1.20</del> 1.75
89		Stockton	*Hookston	<del>\$1.20</del> 1.85
90			Walnut Creek	<del>\$1.20</del> 2.00

# LIVE STOCK RATES

In dollars and cents per 30-foot car. Rates and regulations are published in Pacific Freight Tariff Bureau Circular No. 2, C. R. C. No. 5, supplements thereto and reissues thereof.

Item No.	Between and	San Francisco			Oakland			Stockton		
		HORSES JACKS DONKEYS BURROS MULES	CATTLE	SHEEP GOATS HOGS	HORSES JACKS DONKEYS BURROS MULES	CATTLE	SHEEP GOATS HOGS	HORSES JACKS DONKEYS BURROS MULES	CATTLE	SHEEP GOATS HOGS
91	Concord .....	\$16.50	\$16.50	\$13.50	\$12.00	\$12.00	\$10.00	\$19.00	\$19.00	\$15.00
92	*Moore .....	22.50	22.50	20.00	19.00	19.00	16.00	26.00	26.00	22.00
93	*Walwood .....	22.50	22.50	20.00	19.00	19.00	19.00	26.00	26.00	22.00
94	*Hookston .....	18.50	18.50	15.50	14.00	14.00	11.00	21.00	21.00	17.00
95	Walnut Creek..	20.00	20.00	16.50	16.00	16.00	13.00	23.00	23.00	18.00
96	*Sarnap .....	22.50	22.50	19.00	18.50	18.50	15.50	25.50	25.50	20.50
97	*Napland .....	24.00	24.00	20.50	20.00	20.00	17.00	27.00	27.00	22.00

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*Ruschmond Belt Line*  
THE BUCKLE UP