

ORIGINAL

Decision No. 3172

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
the Napa Transportation Company, a cor-
poration, for authority to establish
class rates between San Francisco and
Napa, and certain way points and to ad-
just commodity rates in the same territory.)

Application No. 1661

San Francisco, Napa & Calistoga Railway
for authority to cancel certain carload
and L.C.L. commodity rates and to in-
crease certain class and commodity rates
between San Francisco and points on the
line of San Francisco, Napa & Calistoga
Railway.

Application No. 1743

Southern Pacific Company for authority
to cancel certain L.C.L. commodity rates
and to increase certain class and commod-
ity rates applying between San Francisco,
Oakland Wharf, Elmhurst, South Vallejo
and points on the Napa, Union and Santa
Rosa Branches.

Application No. 1744

Milton T. U'Ren and D. L. Beard, for
Napa Transportation Company, Applicant.
C. E. Brown and John T. York, for San
Francisco, Napa & Calistoga Railway
Company, Applicant.
George D. Squires, for Southern Pacific
Company, Applicant.
Charles N. Hatch, for Monticello Steam-
ship Company, Intervener.
Seth Mann and J. S. Willis, for San Fran-
cisco Chamber of Commerce, Protestant.
J. P. Overton and Walter H. Nagle, for
Santa Rosa Chamber of Commerce, Protestant.
Wade Madren, for Vallejo Chamber of Commerce,
Protestant.

DEVLIN, Commissioner.

O P I N I O N

The Napa Transportation Company; San Francisco, Napa
and Calistoga Railway and the Southern Pacific Company, by separate
applications, filed respectively, May 7 and May 11, 1915, petition-
ed the Commission under Section 63 of the Public Utilities Act to
permit them to increase certain class and commodity rates between
San Francisco and other bay points on the one hand, and certain

points in the territory served by applicants in Sonoma and Napa counties on the other.

The Napa Transportation Company, hereinafter referred to as the Steamship Company, is a corporation organized under the laws of the State of California. It owns and operates steamers engaged in the transportation of freight and passengers between San Francisco and Napa. A brief history of the origin of this steamship company and of the property which it controls is relevant. Prior to 1912 the steamship line was owned by what was commonly known as the Hatt interests; this company became insolvent and its assets were purchased by the present steamship company from the receiver for approximately \$31,600.00. The purchase price included the steamers, "ST. Helena" and "Zinfandel", the wharf and warehouses located on leased land at Napa, and properties of small values at other points. The steamers when transferred were in poor condition and large sums of money have recently been expended to keep them in running order. The balance statement as of June 30, 1915, prepared by this Commission's Auditing Department is as set forth below:

ASSETS

Cash in bank and due from agents	\$5,122.08	
Steamers and Equipment cost	32,677.93	
Misc. stores & office equipment	356.39	
Deficit	<u>43,453.23</u>	\$31,609.63

LIABILITIES

Notes Payable:			
Davis & Son-Insurance)*	525.00		
Bank Napa Sept. 6, 1913)	3,000.00		
" " Dec. 20, 1913)	2,500.00		
" " Jan. 10, 1914)	<u>1,500.00</u>	7,525.00	

*All 6% no interest paid for year.

Accounts Payable:			
Bank Overdraft	38,296.15		
Pay Roll 6/30 due	1,974.60		
Sundry Acct.	<u>2,213.88</u>	<u>42,484.63</u>	
Purchase price of Hatt interests	<u>31,600.00</u>	<u>\$31,609.63</u>	

NOTE - Bank "Overdraft" as liabilities is an amount accumulated by payment of checks and held against the company by the bank for future collection. Daily deposits are not made subject to this overdraft, hence balance of \$5,122.08.

In support of the Steamship Company's contention that the financial needs justified the proposed increases, its president testified that neither the present management nor its predecessors had been able to make the property pay because the rates for various competitive reasons had been maintained on entirely too low a basis. The records indicate that prior to the construction of the electric railway between Vallejo and Napa, the passenger revenue created the profit upon which the boat lines were able to exist and when this traffic disappeared the water carrier commenced to get into difficulty. The boats purchased in 1912 were obtained at a greatly reduced price and the new owners hoped by rehabilitating the property and securing additional traffic to place it on a profitable basis. This hope has not been realized.

A check of the Steamship Company's reports since it began operation, October 1, 1912 to June 30, 1915, a period of 33 months, shows a loss of \$39,710.69, or approximately \$1,200.00 per month, as follows:

	Period 15 mos. Oct. 1, 1912 to Dec. 31, 1913	Jan. 1, 1914 to Dec. 31, 1914	Period 6 mos. Jan. 1, 1915 to June 30, 1915
<u>Operating Revenue</u>			
Freight Revenue	\$86,341.03	\$59,564.15	\$20,477.97
Passenger Revenue	1,681.90	1,120.10	119.20
Total Revenue	\$88,022.93	\$60,684.25	\$20,597.17
<u>Operating Expenses</u>			
Shore Expenses	27,145.90	18,565.99	7,390.12
Mess Supplies	8,359.71	8,591.98	2,337.06
Gen. Exp. Boats	9,744.25	14,704.23	3,920.31
Labor - Deck			
Engine & Mess	29,141.43	26,287.53	7,928.71
Fuel	11,708.30	7,847.65	3,071.99
Renewals & Repairs			
Deck and Engine	10,196.68	8,206.49	1,169.54
Supplies - Deck and Engine	1,233.54	1,045.45	416.21
Total Expenses	\$97,531.78	\$85,249.32	\$26,233.94
Net Loss	9,508.85	24,565.07	5,636.77

Further testimony is to the effect that the wages of the boat employes have greatly increased during the past few years, that under present regulations additional deck hands are required, and that fuel oil costs more, as do also the supplies used in the commissary department. The expense of workmen's compensation insurance is given as \$1,534.00 per annum. The point is that the expense per ton of freight has increased while the rates have remained stationary on some commodities and have been reduced on others.

The Steamship Company provides in its present tariffs for specific commodity rates only and it now desires to cancel practically all of these commodity rates and in lieu thereof provide a scale of class rates subject to the Western Classification. Proposed class rates to and from San Francisco are as follows:

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>
Winehaven	9	7	7	6	4	4	4	4	3½	3½
Oleum	11	9	8	7	6	6	6	6	5½	5½
Vallejo Mare Island	12	10	8	7	6	6	6	6	5½	5½
Napa	15	13	12	10	9	9	8	7½	7	7

Increases to other points are on a like basis.

A statement covering all shipments handled during two representative months of the year 1915 was secured from applicant and by applying the proposed rates to the tonnage it is ascertained that the increased revenue will amount to approximately \$600.00 per month, or only one-half the average deficit per month incurred during the first 33 months of the company's existence.

From the foregoing it is apparent that the financial results from the operation of this steamship line have been far from satisfactory, and it is asserted that only the ability of applicant to secure loans upon its property has maintained the company while operating at a loss and that it is now doubtful whether it can continue much longer at the present rates.

The steamship line serves all of the grain warehouses, lumber yards, tanneries and other industries located on the river at Napa, there being no private tracks connecting with the competing railroads. The services rendered are without doubt of great value to these industries and to farmers and other shippers at the different landings on the river and on the bays between Napa and San Francisco. This carrier cannot earn sufficient revenue with the present schedule of rates to meet actual out-of-pocket expenses and unless relief is given its operations will be discontinued thus inflicting a hardship on many of its patrons. Interested parties had notice of the hearings but no protest was made against the proposed increases either by the Napa Chamber of Commerce or by any individual shipper, and the records would indicate that the patrons of this applicant preferred not to interpose objections which might delay an adjustment of the situation.

I am of the opinion, upon the showing made, that this application should be granted in part, viz; applicant be authorized to cancel its present commodity rates and establish in lieu thereof the Western Classification, the commodity rates set forth in the application and the class rates provided in Exhibit No. 1 attached hereto.

The San Francisco, Napa and Calistoga Railway, hereinafter referred to as the electric line, operates between Vallejo and Calistoga through Napa, and has joint rates to San Francisco in connection with the Monticello Steamship Company. Application is made to increase class rates between San Francisco and Napa and other points adjacent thereto to the same basis as those proposed by the Napa Transportation Company and the Southern Pacific Company in this proceeding.

Following is comparative statement of present and proposed class rates between San Francisco and principal points affected:

Between San Francisco and Flosden to Napa, inclusive.

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>
Present	13	9	8	8	6	6	6	6	5½	5½
Proposed	15	13	12	10	9	9	8	7½	7	7

Between San Francisco and Union

Present	16	12	10	8	6	6	7	6½	6	5½
Proposed	16	13	12	10	9	9	8	7½	7	7

Between San Francisco and Oak Knoll-Trubody

Present	17	12	11	9	8	8	8	7½	7	6½
Proposed	17	13	12	10	9	9	8	7½	7	7

Application is also made to cancel the less carload commodity rates on buttermilk, dried fruit, groceries and wine from, to or between San Francisco and various points, and to allow Western Classification and class rates to apply.

The application of San Francisco, Napa and Calistoga Railway Company further seeks permission to change rules and regulations, particularly those affecting storage charges, and the handling of returned empty packages or carriers. Under its present rules second-hand empty packages are returned free of charge, whereas other carriers throughout the State make a charge of approximately 15% of charges assessed against same packages when new. These changes will place the tariffs of the electric line on the same basis as those of its competitors.

The San Francisco, Napa and Calistoga Railway Company owns, operates and maintains a single track electric trolley line from the city of Vallejo to Calistoga, a distance of 41.596 miles. The line was originally constructed by the Vallejo, Benicia and Napa Valley Railroad Company from Vallejo to Napa, a distance of 15.403 miles, and later the San Francisco, Vallejo and Napa Valley Railroad Company, incorporated July 7, 1906, secured control through the ownership of stock and bonds of the former company. This company extended the road to St. Helena, 33.84 miles from Vallejo. In 1911, the San Francisco, Vallejo and Napa Valley Railroad Company defaulted interest payment and the property was sold at foreclosure sale. The property was purchased by a committee representing the

bondholders, consisting of James Irwin, John D. McKee and George Sheldon. This Committee disposed of the property to the present company December 1, 1911.

Since the date of purchase, and to June 30, 1915, the company has expended for extensions, additions and betterments the sum of \$207,700.16, including the cost of construction from St. Helena to Calistoga, a distance of 7.75 miles. This amount was partly raised by the sale of \$150,000 worth of first mortgage bonds, which realized to the company net \$140,950; of this sum \$10,900 was used to redeem from the committee who had sold the property to the company, that amount of debenture bonds which had been received by them as part payment for the property.

Authorized capital stock is 20,000 shares of the par value of \$100 - \$2,000,000. This entire authorization was issued, fully paid, in part payment of property acquired. In September 1913 \$1,268,300 of this stock became delinquent because of failure to meet an assessment of \$5 per share, and according to statement of Mr. T. V. Maxwell, Secretary of the Company, was canceled.

The Company has a total authorized bonded indebtedness of \$1,610,000 comprised of \$1,000,000 twenty-five year 6 per cent first mortgage bonds, and \$610,000 twenty-five year 5 per cent unsecured debenture bonds.

The freight traffic of the electric line is very small representing but 10 per cent of its total revenue. Practically all of this tonnage is to and from San Francisco, being transported between that point and Vallejo by the Monticello Steamship Company. There is a heavy grade of 6.7 per cent encountered at Vallejo and the freight must all be transferred by truck from car to boat which involves a very expensive service.

In order to ascertain the actual loss or gain in connection with the freight traffic this Commission had its Auditing Department make an investigation, with the following result:

Fiscal Year Ending June 30, 1915

Total revenue received account freight		\$18,213.04
Cost of operation:		
Taxes -		
Total taxes for year equaled		
.0512 on total revenue from all sources		
.0512 on 18,213.04	932.50	
Claims paid		
Account loss of and damage to freight	230.25	
Trainmen's salaries	4,758.30	
Employe's insurance	290.00	
Power	3,775.62	
Repair of freight cars	1,660.86	
Depreciation	1,200.00	
Station and Office Salaries	2,280.00	
Maintenance of Way	<u>8,571.62</u>	
Total cost of handling freight		<u>23,699.15</u>
Net loss account freight operation		\$5,486.11

While many of the items of expense are arbitrarily apportioned for the reason that no absolute definite cost could be ascertained, the figures are sufficiently accurate to demonstrate that the freight traffic of the electric line is not being handled at a profit.

The annual reports rendered by the electric line beginning with 1909 show operating deficits in 1909, 1910, 1914 and 1915. During the years 1911, 1912 and 1913, the traffic was handled at a slight operating profit. In June 1913 there occurred a disastrous passenger wreck near Vallejo and as a result the line showed a deficit of \$127,565.08 in 1914, and \$18,538.29 in 1915. The property has never paid a dividend to its stockholders.

A careful consideration of all the evidence introduced at the hearing and of the exhibits and reports leads me to the conclusion that the applicant should be permitted to change its rules and regulations, cancel the less than carload commodity rates as

set forth in the application and should be authorized to establish the schedule of class rates set forth in Exhibit No.2, attached hereto, which rates are found to be just and reasonable.

Application No. 1744 of the Southern Pacific Company, hereinafter referred to as the railroad company, is in conformity with those filed by the steamship company and by the electric line and in addition to canceling less than carload commodity rates and increasing certain class rates, authority is sought to increase a number of carload commodity rates applying on dried fruit, grain, cereals and oil.

To justify the proposed increased rates the railroad company contends that the current rates are unduly low, unremunerative and the result of unwise competition. Exhibits were introduced comparing the proposed rates with those prescribed by this Commission in a number of cases; also with rates for like distances in the states of Oregon and Texas, as well as with rates established by the Interstate Commerce Commission in Iowa and Nebraska. The rates proposed are in every instance lower than those shown in the exhibits but as transportation conditions differ, a careful analysis of each rate adjustment must be made independent of rates prevailing in other parts of the country.

Other exhibits were filed showing that freight trains on the Napa and the Santa Rosa branches cannot be employed to their full efficiency because sufficient tonnage does not offer; also that the average cost per ton of handling less than carload freight at the destination stations involved herein is \$1.057; at San Francisco it is .906 cents to which must be added .05 cents for state toll, making a total terminal expense of \$2.013 per ton on San Francisco traffic. This alleged terminal cost is in many cases greater than the entire revenue collected thus leaving nothing for other operating expenses.

The showing made while not absolutely proving present class and less carload commodity rates to be inadequate for the

service performed is sufficient in my opinion to support the conclusion that many of these rates are too low and that the entire schedule should be revised.

The principal witness for the company explained in detail the tonnage and revenue involved in the less than carload commodity rates and testified to the fact that its competitors, the Northwestern Pacific, Petaluma & Santa Rosa Railway, San Francisco, Napa & Calistoga Railway and the Napa Transportation Company, because of their shorter mileage and quicker service handled almost all of this traffic. The increased revenue under proposed less than carload commodity rates would only bring to the railroad company approximately \$375.00 per annum.

Santa Rosa Chamber of Commerce protested against the cancelation of any commodity rates applying to Santa Rosa or to points in that vicinity and particularly the rates on leather, hides, pelts, wine and grain. No testimony was introduced but several exhibits were filed giving the tonnage movement of certain commodities. It developed, however, that none of this traffic is carried by the Southern Pacific Company and protestants objections were entered to place itself on record should the short line railroads attempt to cancel commodity rates via their rails. It is well to state here that the direct line carriers who now handle this tonnage would be required to make application under Section 63 of the Public Utilities Act and completely justify any proposed increases in their rates independent of those in effect via the circuitous route of the Southern Pacific Company.

The Southern Pacific Company was the pioneer road, building into this territory in 1870. It has a circuitous freight route from San Francisco to Santa Rosa of 98 miles via Benicia, Suisun and Napa Junction, as compared with the direct line of 52 miles via the Northwestern Pacific through Tiburon and Petaluma. The mileage of the Southern Pacific to Napa is 69.5 as compared with 44.6 miles via the San Francisco, Napa and Calistoga Railway in

connection with the Monticello Steamship Company.

If it were possible to secure actual figures of revenues and expenditures for the Southern Pacific branch lines in Napa and Sonoma counties and treat them as independent properties an annual deficit would probably be shown, but they are feeders for main line traffic and as such are important factors and valuable to the company which is in good financial condition and as a whole is conducting a profitable business.

There are now five carriers serving this territory whose lines extend to San Francisco, - The Southern Pacific Company, the San Francisco, Napa and Calistoga Railway, the Napa Transportation Company, the Northwestern Pacific Railroad Company, and the Petaluma and Santa Rosa Railway Company, the three first mentioned being interested in this proceeding. In addition to the regular boat line, the Napa Transportation Company, many tramp vessels operate to the different bay and river points. Competition between the water carriers and the rail lines and between the rail lines themselves has always been of a substantial nature and this competition is reflected in the rates.

Considering all the facts of record I am of the opinion that the railroad company should be authorized to cancel the less than carload commodity rates. There is but little movement; many of the rates are unremunerative and still others are in violation of the long and short haul provision of the Constitution. I also recommend that applicant be authorized to put into effect the carload commodity rates and the schedule of class rates shown in Exhibit No.3 attached hereto, which rates are found to be reasonable.

It might be well here to quote decisions of the Interstate Commerce Commission in connection with its investigations covering similar adjustments. "Proposed Advance in Freight Rates", 9 I.C.C. 382,-

"It might be manifestly unfair to select a single advantageous line and make that the standard. We have seen that grain can be transported under actual conditions by the Lake Shore and the New York Central Railroads from Chicago to New York at a cost less than that by most other routes. It would be hardly just to these other routes to compel the putting in of a rate upon that line which was reasonable with respect to it alone and which had no reference to its competitors. Upon the other hand, it would be equally unfair to the public if the most expensive line were made the standard."

Again in Case No. 879, "City of Spokane vs. Northern Pacific Railway," 15 I.C.C. 393-394, that Commission said:

"The city of Spokane could not develop if served by the Great Northern Railway alone; nor can we look wholly to the interest of Spokane. The whole territory served by these defendant lines must be considered and the existence of all these railroads to that territory is absolutely essential. These railroads can not exist unless rates are established which will yield a fair return upon their property. We must therefore, in fixing these rates, have regard not altogether to any one particular railroad, but to the whole situation, and must consider the effect of whatever order we make upon all these defendants. Such was the opinion formerly expressed by this Commission in re "Proposed Advances in Freight Rates," 9 I.C.C. Rep., 382, and to that opinion we adhere."

The class rates involved in these applications are also included in the so-called Sacramento Valley rate cases Nos. 485, 580 and 686, submitted December 2, 1915, and now awaiting a decision. The findings herein are without prejudice to any findings which may be made respecting future rates in the cases referred to.

I recommend the following order:

O R D E R

The Napa Transportation Company; San Francisco, Napa and Calistoga Railway and the Southern Pacific Company having filed applications for permission to increase certain class and carload commodity rates and to cancel certain less than carload commodity rates, and a hearing having been held and being fully apprized in the premises and basing this order on the findings

of fact set out in the opinion hereto.-

IT IS HEREBY ORDERED that the Napa Transportation Company be and is hereby authorized to cancel its present freight tariff No. 1-A, C.R.C. No.2, and to publish in a tariff to become effective within 20 days from date of this order, the commodity rates set forth in the application and the schedule of class rates set forth in Exhibit No.1 attached hereto, which rates are found to be just and reasonable.

IT IS FURTHER ORDERED that the San Francisco, Napa and Calistoga Railway and the Southern Pacific Company be and are hereby authorized to cancel the less than carload commodity rates as set forth in their applications, and to publish in a tariff to become effective within 20 days from the date of this order the carload commodity rates shown in their applications and the schedule of class rates set forth in Exhibits Nos. 2 and 3 attached hereto, which rates are found to be just and reasonable.

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, Cal., this 20th day of March, 1916.

Max Thelen
H. H. [unclear]
Edwin O. Egan
Frank R. [unclear]
Commissioners.

EXHIBIT NO. 1.

LOCAL RATES NAPA TRANSPORTATION COMPANY

Between San Francisco And	Class Rates in Cents per 100 Pounds									
	1	2	3	4	5	A	B	C	D	E
Wine Haven	9	7	7	6	4	4	4	4	3½	3½
Oleum	11	9	8	7	6	6	6	6	5½	5½
Vallejo	12	10	8	7	6	6	6	6	5½	5½
Mare Island	12	10	8	7	6	6	6	6	5½	5½
Napa	15	13	11	10	9	9	8	7	6	5
Between Wine Haven And										
San Francisco	9	7	7	6	4	4	4	4	3½	3½
Oleum	7	6	6	5	4	4	4	4	3½	3½
Vallejo	12	10	8	7	6	6	6	6	5½	5½
Mare Island	12	10	8	7	6	6	6	6	5½	5½
Napa	15	13	11	10	9	9	8	7	6	5
Between Oleum And										
San Francisco	11	9	8	7	6	6	6	6	5½	5
Wine Haven	7	6	6	5	4	4	4	4	3½	3½
Vallejo	10	9	8	7	6	6	6	6	5½	5½
Mare Island	10	9	8	7	6	6	6	6	5½	5½
Napa	13	9	8	7	6	6	6	6	5½	5
Between Vallejo And										
San Francisco	12	10	8	7	6	6	6	6	5½	5
Wine Haven	12	10	8	7	6	6	6	6	5½	5
Oleum	10	9	8	7	6	6	6	6	5½	5
Mare Island	10	9	8	7	6	6	6	6	5½	5
Napa	13	9	8	7	6	6	6	6	5½	5
Between Mare Island And										
San Francisco	12	10	8	7	6	6	6	6	5½	5
Wine Haven	12	10	8	7	6	6	6	6	5½	5
Oleum	10	9	8	7	6	6	6	6	5½	5
Vallejo	10	9	8	7	6	6	6	6	5½	5
Napa	13	9	8	7	6	6	6	6	5½	5
Between Napa And										
San Francisco	15	13	11	10	9	9	8	7	6	5
Wine Haven	15	13	11	10	9	9	8	7	6	5
Oleum	13	9	8	7	6	6	6	6	5½	5
Vallejo	13	9	8	7	6	6	6	6	5½	5
Mare Island	13	9	8	7	6	6	6	6	5½	5

EXHIBIT NO. 2.

LOCAL RATES - SAN FRANCISCO. NAPA & CALISTOGA RY.

Between San Francisco - And	Class Rates in Cents per 100 Pounds									
	1	2	3	4	5	A	B	C	D	E
Floden	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Collins	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Napa Jct.	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Kelly	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Suscol	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Asylum	15	13	11	10	9	9	8	7	6	5
Napa	15	13	11	10	9	9	8	7	6	5
Union	15	13	11	10	9	9	8	7	6	5
Oak Knoll	15	14	12	11	10	10	8	7	6	5
Trubody	16	14	12	11	10	10	8	7	6	5

EXHIBIT NO. 3.

LOCAL RATES SOUTHERN PACIFIC COMPANY.

Between San Francisco And	Class Rates in Cents per 100 Pounds									
	1	2	3	4	5	A	B	C	D	E
Napa Jct.	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Floden	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
South Vallejo	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5

Guthrie	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Suscol	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Imola	15	13	11	10	9	9	8	7	6	5
Napa	15	13	11	10	9	9	8	7	6	5

Union	15	13	11	10	9	9	8	7	6	5
West Napa	15	13	11	10	9	9	8	7	6	5
Stanley	15	13	11	10	9	9	8	7	6	5
Carneros	15	13	11	10	9	9	8	7	6	5
Oak Knoll	15	14	12	11	10	10	8	7	6	5
Trubody	16	14	12	11	10	10	8	7	6	5

Squab	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Buchli	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Merazo	15	13	11	10	9	9	8	7	6	5
Ramal	15	13	11	10	9	9	8	7	6	5
Shellville Jct.	15	13	11	10	9	9	8	7	6	5
Shellville	15	14	12	11	10	10	8	7	6	5

EXHIBIT NO. 3, Cont'd.

LOCAL RATES SOUTHERN PACIFIC COMPANY.

Between Oakland And	Class Rates in Cents per 100 Pounds									
	1	2	3	4	5	A	B	C	D	E
Napa Junction	12	11	9	8	7	7	6	5	5	4
Floresden	12	11	9	8	7	7	6	5	5	4
South Vallejo	12	11	9	8	7	7	6	5	5	4

Guthrie	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Suscol	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Imola	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Napa	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5

Union	15	13	11	10	9	9	8	7	6	5
West Napa	15	13	11	10	9	9	8	7	6	5
Stanley	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Carneros	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5

Oak Knoll	15	14	12	11	10	10	8	7	6	5
Trubody	16	14	12	11	10	10	8	7	6	5

Squab	12	11	9	8	7	7	6	5	5	4
Buchli	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Merano	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Ramsal	13 $\frac{1}{2}$	12	10	9	8	8	8	6	5	5
Shellville Jct.	15	13	11	10	9	9	8	7	6	5
Shellville	15	14	12	11	10	10	8	7	6	5
