

ORIGINAL

Decision No. 3620

In the matter of the application of)
 F. W. Gompf, Agent, Pacific Freight)
 Tariff Bureau, for authority to can-) Application No. 1602.
 cel item in Exception Sheet govern-)
 ing the transportation of tin cans.)

George D. Squires, for Southern Pacific Company,
E. W. Camp, for the Atchison, Topeka & Santa Fe
Railway.

Allen P. Matthew, for Western Pacific Railway,
Seth Mann, for the San Francisco Chamber of
Commerce.

F. M. Hill, for Fresno Traffic Association,
W. D. Wall, for Traffic Bureau of San Jose
Chamber of Commerce, and Pratt-Lowe
Preserving Company, Modesto.

F. P. Gregson, for Associated Jobbers of Los
Angeles,

J. G. Melvin, for California Fruit Cannery Assn.,
A. S. Halsted, for San Pedro, Los Angeles and
Salt Lake Railroad Company.

LOVELAND, Commissioner.

O P I N I O N.

This is an application filed by F. W. Gompf, in the name and on behalf of all carriers parties to Pacific Freight Tariff Bureau Exception Sheet No. 1-C, CRC No. 70, for authority under Section 63 of the Public Utilities Act to cancel Item 27 of this Exception Sheet, thereby allowing straight Western Classification to apply except where lower commodity rates are proposed between certain specified points.

Since the filing of this application Exception Sheet No. 1-C has been superseded, the present issue being No. 1-E, CRC No. 132. The item corresponding to No. 27 of Exception Sheet No. 1-C is Item 110 of Exception Sheet No. 1-E, which reads as follows:

Cans, Tin, Carloads; Subject to the Following Minimum Weights:

	Capacity	
	Less than 5 Gals. 5 Gals. lbs.	and over lbs.
Cars of 28 ft. or less in length, inside dimensions*	10,000	8,500
Cars over 28 ft. but not over 34 ft. in length, inside dimensions*	13,500	11,000
Cars over 34 ft. but not over 40 ft. in length, inside dimensions*	15,500	11,500
Cars over 40 ft. but not over 45 ft. in length, inside dimensions*	20,000	12,250
Cars over 45 ft. but not over 50 ft. in length, inside dimensions	24,000	13,000

*Fractions of an inch will be disregarded.

Minimum charge \$5.00 per car, except when class rate governed by the current Western Classification makes less, in which case the current Western Classification governs.

When cans of capacity less than 5 gallons are forwarded in mixed carloads with cans of greater capacity, the minimum carload weight provided for cans of less than 5 gallon capacity will apply on the entire shipment unless actual weight is greater.

Cancelation of this item in Exception Sheet will have the effect of placing tin cans under the Western Classification rating of Fourth Class, minimum weight 14,000 lbs., subject to Rule 6-B, which reads:

"Section 1 - Minimum weights provided in this classification will apply on all sizes of cars, except that premium and deduction charges will be applied to light and bulky articles designated by note, as 'subject to Rule 6-B', whether loaded in box cars or on open cars.

Section 2 - Upon such light and bulky articles, the standard car will be 36 feet in length, inside measurement, 3% per foot to be added for each foot in excess of 36 feet, and 3% per foot to be deducted for each foot less than 36 feet, with a minimum of 91%, all percentages to be based on inside dimensions. In applying premium and deduction charges, fractions of a foot, six inches or less, to be disregarded.

For the purpose of comparison there is set forth in the following statement the present and proposed minimum weights for the various sized cars. As the cans are invariably loaded in cars of 35 feet or over in length it is unnecessary to show cars of less length.

Length of Car	Weight. Lbs.	PROPOSED MINIMUM		PRESENT MINIMUM	
		Capacity		Capacity	
		Less than: 5 gallons		5 gallons: and over.	
		Lbs.	Lbs.	Lbs.	Lbs.
Over 35 ft. 6 in. to & incl. 36 ft. 6 in.	14,000				
" 36 " 6 " " " " 37 " 6 "	14,420				
" 37 " 6 " " " " 38 " 6 "	14,840		15,500		11,500
" 38 " 6 " " " " 39 " 6 "	15,260				
" 39 " 6 " " " " 40 " 6 "	15,680		*15,500 **20,000		*11,500 **12,250
" 40 " 6 " " " " 41 " 6 "	16,100				
" 41 " 6 " " " " 42 " 6 "	16,520				
" 42 " 6 " " " " 43 " 6 "	16,940		20,000		12,250
" 43 " 6 " " " " 44 " 6 "	17,360				
" 44 " 6 " " " " 45 " 6 "	17,780		#20,000 ##24,000		#12,250 ##13,000
" 45 " 6 " " " " 46 " 6 "	18,200				
" 46 " 6 " " " " 47 " 6 "	18,620				
" 47 " 6 " " " " 48 " 6 "	19,040		24,000		13,000
" 48 " 6 " " " " 49 " 6 "	19,460				
" 49 " 6 " " " " 50 " 6 "	19,880		##24,000		###13,000

*To and including 40 ft.
**Over 40 ft.
*To and including 45 ft.

##Over 45 ft.
###To and including 50 ft.

This case is an outgrowth of Application No. 291. Decision No. 642, Opinions and Orders of the Railroad Commission of California, Volume 2, Page 848, decided May 6, 1913, when carriers' petition to cancel Class C rating on cans, thereby causing 4th Class to apply, was denied on the ground that in some cases 4th Class rates were unreasonable. I quote from the decision as follows:

"Unquestionably in many instances the carriers receive an inadequate revenue for the transportation of cans, particularly to nearby points or to points where the class rates have been borne down by water competition. For instance, we find many cars moving to Stockton for approximately \$9.00 per car; to Cleum \$5.00 per car; to Sunnyvale, Santa Clara and San Jose for \$7.75 per car; to Richmond for \$5.00 per car; to

Sacramento for \$12.65 per car. The rates to a number of other points might be mentioned but we believe the above sufficiently illustrates our point; and we further believe that no fair-minded man will contend that all of the rates we have mentioned yield the carriers a fair return for the service they perform. At the same time we notice movements to other points where the revenue accruing to the carriers under the present rates appears to be adequate. For example, we note a large number of cars moved from San Francisco to Gonzales, a distance of 135 miles, at a rate of \$4.60 per ton; the average revenue per car being slightly over \$50. We believe in this case the revenue per ton per car mile is, to say the least, adequate, and the carriers have not justified any increase in this instance.

It is apparent that the application with reference to tin cans cannot be disposed of by the application of any particular classification rating. In some instances we are frank to concede the revenue derived from the present classification rating is too low and in some cases it would appear to be the reverse; and while we will deny the application of the carriers to publish changes in line with their application we will entertain an application to publish specific commodity rates and will invite all interested shippers to participate in a discussion, which we hope will tend to the establishment of just and reasonable rates on shipments of cans which we feel is not possible by the application of any general provision of the classification."

The application now before the Commission proposes commodity rates to certain destinations in addition to the change in classification, and for the purpose of ready information the present, the proposed and the 4th Class rates are set forth below:

From San Francisco To	In Cents per 100 lbs.		
	Present	Proposed	Fourth Class
Armona	20	30	39
Exeter	21	30	42
Fresno	18	25	34
Hanford	20	30	39
Selma	18	30	35
Visalia	20	30	40
Gonzales	23	23	30
Monterey	20	20	25

From Los Angeles To	In Cents per 100 lbs.		
	Present	Proposed	Fourth Class
Fresno	22	36	46
Kingsburg	22	36	45
Porterville	21	35	44
Tulare	21	35	44
Terra Bella	20	35	43
Bakersfield	19	35	39
Colton)			
Riverside)	12	17½	21
Bloomington)			
Moor Park	15	17	20
Somis	15	19	20
Lancaster	13	21	27
Brawley	27	40	57
Calexico	29	40	59
Hemit	19	25	32
Wildomar	18	25	32

Applicants in substantiation of their petition urge that the rating of Class C on tin cans is out of line and is therefore discriminatory as compared with other traffic. Numerous exhibits were introduced in support of the contention that the revenue paid on tin cans is not in proportion with that paid on other traffic and that it is not properly balanced with that traffic.

Protestants contend that the tin containers possess no value except for the purpose of filling, and are analogous to empty cooperage, empty boxes, shocks, etc., but this statement is not supported by the facts developed at the hearing. Witness for Southern Pacific Company testified that in the transportation of this commodity extreme care must be used in the selection of cars and after suitable equipment, in the judgment of the yard crew, is placed at an extra switching expense due to the careful selection of equipment that will meet the requirements of this traffic, it frequently happens that cars are rejected by shipper. This occasions still another switch by removing the unsatisfactory car and placing one that is acceptable, which condition is not manifested to such an extent in the more ordinary freight. Furthermore, that after loading, cars are usually given a preferred movement equivalent to the expedited service accorded perishable freight. It is also contended by protestants that carriers derive a subsequent haul on the filled cans, that the rates have been in effect for a great number of years, business having

developed under them, and if proposed increases are made it will place the California canneries at a corresponding disadvantage with competitors located in other states.

It was developed at the hearing that Class C for the transportation of cans, carloads, was established by carriers to foster the canning industry of this state in its early stages and this classification has been in effect continuously since its establishment some time prior to 1896.

It is appropriate at this time to direct attention to the testimony of witness for applicants showing that the class rates have been generally reduced throughout California since this classification was placed in effect, thereby lowering not only the tin can rates but also those on fruits, vegetables, sugar and supplies into the canneries and on canned goods outbound, and that an additional saving to the shipper was brought about by the general elimination of switching charges within the State. It was shown that the rate on canned goods from California to Eastern trans-continental points has been materially reduced by reason of canal competition, also that carriers have lost a great amount of the tonnage to water carriers.

The fact that this Class C rating and the minimum weights have been in effect for more than twenty years is a point which must be given careful consideration but the mere incident of the long existence of a rate is not conclusive proof of its reasonableness. If such a deduction were positively controlling no rates whether proven to be either excessively high or excessively low could ever be changed after they had served for a long term of years.

There is very little transportation of cans with capacity of five gallons or more within this state. The principal movement consists of what is known to the trade as the No. 2½ can, generally used for fruit and vegetables, this particular style comprehending approximately 80% of the total movement, the balance being divided between No. 3 cans (similar character but a trifle larger than a No. 2½

can) and those of a miscellaneous nature. No objection is offered to the proposed increase in minimum weight which is nominal on cans of less than 5 gallon capacity principally used in this traffic when the cans are, as is customary, loaded in 40 ft. cars. The only contest is with respect to advance in rates.

Protestants called attention to provision in Official Classification rating cans in carloads at 4th Class which corresponds to Class B in Western Classification, but this comparison will not be of great assistance in deciding the dispute for the conditions in the territories are widely different. The Interstate Commerce Commission has expressed itself on this subject as follows:

"A mere showing of the fact that the rating in one classification territory is different from the rating on the same article in another territory does not establish that either of the ratings are unreasonable or unduly prejudicial." Dixie Mfg. Co. vs. B.C. & A. Ry. Co., 31 ICC 337, 340.

"Differences in industrial and traffic conditions in official and in western classification territories are such that rates in the territory west of the Mississippi River may reasonably be made higher than in the more densely populated East." Milburn Wagon Co., vs. A.A. R.R. Co., 32 ICC 582, 587.

The following tables compiled largely from exhibits filed by the Southern Pacific Company show a comparison of the earnings per 40-foot car on tin cans under the present and proposed rates with the average earnings on other commodities for approximately similar distances within the state and include most of the points where cans move in volume.

DISTANCES 25 MILES OR LESS

MILES	FROM	TO	RATE IN CENTS PER 100 LBS.		EARNINGS PER 40 FOOT CAR	
			: Present	: Proposed	: Present	: Proposed
			: by	: Based Minimum	: Based Minimum	
			: Carriers:	: 15500 Pounds	: 15680 Pounds	
6	San Francisco	Oakland	3	*2½	\$5.00	\$7.50
8	San Jose	Sunnyvale	4	5	6.20	7.84
9	San Francisco	W. Berkeley	3	*2½	5.00	7.50
11	Los Angeles	Pasadena	5	5	7.75	7.84
11	San Jose	Los Gatos	4	5	6.20	7.84
14	Los Angeles	Lankershim	5	7½	7.75	11.76
17	San Francisco	Lorenzo	4	6	6.20	9.41
20	San Francisco	Hayward	5	6	7.75	9.41
21	Los Angeles	Wilmington	4	8	6.20	12.54
25	Los Angeles	San Pedro	4	8	6.20	12.54

*Commodity rate minimum \$ 7.50 per car.

AVERAGE EARNINGS ON OTHER COMMODITIES HAULED 1 TO 25 MILES

COMMODITY	AVERAGE DISTANCE HAULED	AVERAGE WEIGHT PER CAR	AVERAGE REVENUE PER CAR
	Miles	Tons	
Lumber and Forest Products	21	29	\$11.69
Feed and Mill Stuffs	14	14	14.29
Asphaltum	14	27	15.03
Flour	12	21	15.81
Coal	18	27	17.79
Brick	13	36	17.87
Dried Fruit	14	22	19.23
Cement	10	35	22.11

DISTANCES 26 TO 50 MILES

MILES	FROM	TO	RATES IN CENTS		EARNINGS PER	
			PER	100 POUNDS	40 FOOT	CAR.
			Present	Proposed	Present	Proposed
			by		Based Min	Based Min.
			:Carriers:		15500 Lbs:	15680 Lbs.
27	San Jose	Hayward	5	6	\$7.75	\$9.41
39	San Francisco	Sunnyvale	5	6	7.75	9.41
49	San Francisco	Suisun	7½	9	11.63	14.11

AVERAGE EARNINGS ON OTHER COMMODITIES HAULED 26 TO 50 MILES

COMMODITIES	AVERAGE	AVERAGE	AVERAGE
	DISTANCE	WEIGHT	REVENUE
	HAULED	PER CAR	PER CAR
	Miles	Tons	
Lumber and Forest Products	37	28	\$16.53
Feed and Mill Stuffs	37	24	17.97
Asphaltum	30	34	22.67
Flour	41	19	23.58
Brick	38	42	22.85
Coal	35	30	25.20
Dried Fruit	42	21	25.70
Cement	36	36	45.85

DISTANCES 51 TO 100 MILES

✓ MILES	FROM	TO	RATES IN CENTS PER 100 LBS.		EARNINGS PER 40 FOOT CAR	
			Present	Proposed:	Present	Proposed
			:	by	: Based Min.	Based Min.
			:	Carriers:	15500 Lbs.	15680 Lbs.
51	San Francisco	Campbell	8	9	\$12.40	\$14.11
51	San Jose	Watsonville	11	15	17.05	23.52
53	Los Angeles	Bloomington	12	17½	18.60	27.44
53	Los Angeles	Somis	15	19	23.25	29.79
57	Los Angeles	Colton	12	17½	18.60	27.44
76	Los Angeles	Lancaster	13	21	20.38	32.93
77	San Francisco	Seabright	16	20	24.80	31.36
79	San Jose	Stockton	8½	12	13.56	18.82
85	San Francisco	Manteca	8½	13	13.56	20.38
85	San Jose	Gonzales	18	23	28.22	36.06
86	Los Angeles	Banning	14	25	21.70	39.20
89	San Francisco	Sacramento	11	16	17.05	25.09
91	San Francisco	Stockton	6½	9	8.91	14.11
94	San Francisco	Watsonville	15	19	23.25	29.79

AVERAGE EARNINGS ON OTHER COMMODITIES HAULED 51 TO 100 MILES

COMMODITY	AVERAGE DISTANCE HAULED Miles	AVERAGE WEIGHT PER CAR Tons	AVERAGE REVENUE PER CAR
Feed Mill Stuffs	74	19	\$26.81
Coal	73	29	33.23
Flour	72	21	33.34
Brick	75	31	34.11
Asphaltum	66	31	41.00
Lumber and Forest Products	77	25	44.85
Dried Fruit	75	22	48.24
Cement	66	41	52.80

DISTANCE 101 TO 150 MILES

MILES	FROM	TO	RATES IN CENTS		EARNINGS PER	
			PER 100 POUNDS	PER 40 FOOT CAR	Present	Proposed
			Present	Proposed	Based Min.	Based Min.
			by Carriers:		15500 Lbs.	15680 Lbs.
102	San Francisco	Modesto	10	14	\$15.50	\$21.95
115	San Francisco	Turlock	11	19	17.05	29.79
117	San Francisco	Lincoln	12	18	18.60	28.22
120	San Francisco	Yuba City	13	20	20.15	31.36
124	San Francisco	Marysville	13	20	20.15	31.36
125	San Jose	Sacramento	11	16	17.05	25.09
150	San Jose	Lincoln	12	18	18.60	28.22
150	San Francisco	Oroville	15	25	23.25	39.20

AVERAGE EARNINGS ON OTHER COMMODITIES HAULED 101 TO 150 MILES

COMMODITIES	AVERAGE DISTANCE HAULED	AVERAGE WEIGHT PER CAR	AVERAGE REVENUE PER CAR
	Miles	Tons	
Feed and Mill Stuffs	121	18	\$41.12
Brick	118	27	45.60
Flour	122	18	49.78
Cement	126	45	56.00
Lumber and Forest Products	122	25	59.54
Coal	119	27	60.12
Asphaltum	110	30	62.16
Dried Fruit	118	23	69.24

DISTANCES 151 TO 200 MILES

MILES	FROM	TO	RATES IN CENTS		EARNINGS PER	
			PER	PER	40 FOOT	CAR.
			100 POUNDS			
			Present	Proposed	Present	Proposed
			by		Based Min.	Based Min.
			:Carriers:		15500 Lbs.	15680 Lbs.
156	San Jose	Yuba City	13	20	\$20.15	\$31.36
169	Los Angeles	Bakersfield	19	35	29.45	54.88
194	San Francisco	Fresno	18	25	27.90	59.20

AVERAGE EARNINGS ON OTHER COMMODITIES HAULED 151 TO 200 MILES

COMMODITIES	AVERAGE DISTANCE HAULED	AVERAGE WEIGHT PER CAR	AVERAGE REVENUE PER CAR
Feed and Mill Stuffs	170 Miles	18 tons	\$44.78
Asphaltum	179	24	70.87
Brick	175	28	71.18
Flour	176	18	72.03
Coal	179	24	74.50
Lumber and Forest Products	178	26	86.17
Cement	168	33	94.40
Dried Fruit	189	21	101.26

DISTANCES 201 TO 250 MILES

MILES	FROM	TO	RATES IN CENTS		EARNINGS PER	
			PER	PER	40 FOOT	PER
			100 POUNDS		CAR.	
			Present:	Proposed:	Present	Proposed
			: by :		Based Min.	Based Min.
			: Carriers:		15500 Lbs.	15680 Lbs.
204	Los Angeles	Brawley	27	40	\$41.85	\$62.72
209	San Francisco	Selma	18	30	27.90	47.04
215	Los Angeles	Terra Bella	20	35	31.00	54.88
218	San Francisco	Armona	20	30	31.00	47.04
221	San Francisco	Hanford	20	30	31.00	47.04
224	Los Angeles	Porterville	21	35	32.55	54.88
227	Los Angeles	Calexico	29	40	44.90	62.72
232	Los Angeles	Tulare	21	35	32.55	54.88
235	San Francisco	Visalia	20	30	31.00	47.04
239	San Francisco	Tulare	21	40	32.55	62.72
242	Los Angeles	Exeter	22	36	34.10	56.45
246	San Francisco	Exeter	21	30	32.55	47.04
250	Los Angeles	Visalia	22	36	34.10	56.45

AVERAGE EARNINGS ON OTHER COMMODITIES HAULED 201 TO 250 MILES

COMMODITIES	AVERAGE	AVERAGE	AVERAGE
	DISTANCE	WEIGHT	REVENUE
	HAULED	PER CAR	PER CAR
	Miles	Tons	
Feed and Mill Stuffs	223	17	\$ 56.33
Flour	221	18	85.63
Brick	230	27	84.98
Coal	222	24	88.11
Cement	213	39	103.71
Dried Fruits	216	22	111.54
Lumber and Forest Products	226	24	115.05
Asphaltum	239	35	140.38

DISTANCES 251 TO 300 MILES

MILES	FROM	TO	RATES IN CENTS		EARNINGS PER	
			PER	100 POUNDS	40 FOOT	CAR.
			Present	Proposed	Present	Proposed
			by		Based Min.	Based Min.
			: Carriers:		15500 Lbs.	15680 Lbs.
255	Los Angeles	Hanford	22	36	\$34.10	\$56.45
256	Los Angeles	Kingsburg	22	36	34.10	56.45
261	Los Angeles	Selma	22	36	34.10	56.45
263	San Francisco	Porterville	22	44	34.10	68.99
271	San Francisco	Terra Bella	22	44	34.10	68.99
276	Los Angeles	Fresno	22	36	34.10	56.45

AVERAGE EARNINGS ON OTHER COMMODITIES HAULED 251 TO 300 MILES

COMMODITIES	AVERAGE	AVERAGE	AVERAGE
	DISTANCE	WEIGHT	REVENUE
	HAULED	PER CAR	PER CAR
	Miles	Tons	
Feed and Mill Stuffs	278	18	\$70.98
Asphaltum	275	30	75.60
Brick	278	25	85.45
Flour	267	17	92.81
Coal	265	23	94.66
Dried Fruit	277	18	102.58
Lumber and Forest Products	275	24	111.50
Cement	270	36	126.49

It should not be presumed that this Commission considers the tin can rates fully comparable with those for commodities shown in preceding tables. Difference in loading and dissimilarity in transportation conditions render such a comparison inconclusive for rate making purposes. This information is of value, however, in showing the return to carriers for the use of their equipment, in other words, the revenue per car, and in this respect the preceding tables are particularly significant for they show, with few exceptions, that the rates proposed for tin cans yield a much lower revenue per car than is received on the selected commodities with which comparisons are made. It was pointed out by applicant's witness that these are all commodities of much less value than cans, that they move in great volume and are of heavy loading qualities.

The revenue per car represents the average revenue of all carload shipments for the year ending June 30, 1914, and embraces all conditions of movement including freight shipped under low water compelled rates.

Exhibit No.4 of the Western Pacific Railway shows the comparative value of certain representative commodities, among them the No.2½ tin can, which is shown at \$24.00 per thousand. On basis of 303 pounds per thousand cans this is equivalent to \$158.40 per ton as compared with \$78.00 per ton for flour, the highest valued article in the selected list of commodities. It was developed by protestants, however, that \$20.75 per thousand is the present selling price of this size can, and which on the same weight basis is approximately \$137.00 per ton. Even at the figures given by protestants the tin cans are shown to represent a very high value per ton.

An exhibit was introduced by applicants giving certain allocated costs for handling this traffic and the revenue per car which remained after deducting such allocated costs.

By this exhibit it was shown that for the haul from San Francisco to Fresno, a distance of 194 miles, after deducting such definitely located costs as taxes, initial, intermediate and destination switching, and per diem on cars, the amount of revenue remaining was only \$11.57 per car, also from San Francisco to Marysville and Hanford, the revenue remaining at Marysville being \$7.62,- length of haul 124 miles; at Hanford, \$21.72,- a distance of 221 miles. These figures are subject to still further reduction as represented by expense for line movement and other costs impossible to definitely allocate. The earnings are likewise extremely low on traffic from San Francisco to West Berkeley, Sunnyvale, Stockton and Sacramento; from San Jose to Sunnyvale, Los Gatos and Haywards; from Los Angeles to Pasadena, Lankershim, Wilmington and San Pedro. It is particularly noticeable that the present earnings of \$5.00 per car from San Francisco to Oakland failed to cover the cost of service. It was also shown by exhibit that after deducting certain allocated costs the earnings under present rate from San Francisco to Lorenzo resulted in a deficit of \$2.52 per car.

While it is apparent that carriers are entitled to some relief in the present situation there are instances, however, in which the rates proposed would in my opinion create an unjustifiable advance. For example,- Los Angeles to Bakersfield, present rate 19 cents, proposed 35 cents; San Francisco to Porterville and Terra Bella, present rate 22 cents, proposed 44 cents, representing in the latter instance an increase of 100% which considering the volume of the present rate and the comparison of car earnings is excessive.

The following advances from Los Angeles are likewise too severe and have not been justified by the testimony.

From Los Angeles to	Miles	Present Rate	Proposed Rate
Bloomington	53	12	17½
Colton	57	12	17½
Lancaster	76	13	21
Banning	86	14	25

There are other instances where proposed rates are too high but the examples shown are sufficiently typical to illustrate the situation.

From the testimony presented at the different hearings and from the investigations made by this Commission it is my opinion that the present rates generally are unreasonably low, and the change in the classification of tin cans from Class C to 4th Class should be authorized. Concurrently with such change the following commodity rates on tin cans, which are found to be just and reasonable, should be published subject to minimum carload weight as per Western Classification:

From	To	Rate per 100 Pounds
San Francisco	(Monterey	20
	(Gonzales	23
San Francisco- San Jose	(Oroville	19
	(Fresno	23
	(Selma	23
	(Armona	25
	(Hanford	25
	(Visalia	25
	(Exeter	26
	(Kingsburg	24
	(Tulare	26
	(Porterville	27
(Terra Bella	27	
(Bakersfield	29	

	(Lancaster	16
	(Moorpark	17
	(Somis	19
	(Bloomington	15
	(Colton	15
	(Riverside	15
	(Banning	18
	(Brawley	34
	(Calexico	36
	(Wildomar	23
Los Angeles	(Hemet	24
	(Bakersfield	24
	(Terra Bella	25
	(Tulare	26
	(Kingsburg	27
	(Selma	27
	(Porterville	26
	(Exeter	27
	(Visalia	27
	(Fresno	27
	(Hanford	27
	(Armona	27

In granting this application in part I am not unmindful of the fact that material increases will result therefrom at certain points, but as stated in the decision in Application No.291 supra and as further developed at the hearings in this case, it has been clearly demonstrated that the charges collected for the transportation of tin cans are inadequate, in some instances providing little more than allocated costs, and in others even less than the allocated costs thus proving them non-compensatory, therefore a burden upon other traffic which it is the duty of this Commission to remove.

I submit the following form of order:

ORDER

F. W. Gomph, Agent, Pacific Freight Tariff Bureau, in the name of and on behalf of certain carriers, having filed application for authority to increase certain rates and minimum weights on tin cans, and a public hearing having been held and the Commission being fully apprised in the premises:

IT IS HEREBY ORDERED that the application be and the same is hereby granted increasing the classification of tin cans from Class C to 4th Class, and denied as to the proposed commodity rates, and that the carriers parties to this application, in so far as they participate in the transportation, shall publish and make effective concurrently with the change in classification the following commodity rates which are found to be just and reasonable:

From	To	Rate per 100 Pounds	
San Francisco	(Monterey	20	
	(Gonzales	23	
San Francisco	(Oroville	19	
	(Fresno	23	
	(Selma	23	
	(Armona	25	
	(Hanford	25	
	(Visalia	25	
	San Jose	(Exeter	26
	(Kingsburg	24	
	(Tulare	26	
	(Porterville	27	
Los Angeles	(Terra Bella	27	
	(Bakersfield	29	
	(Lancaster	16	
	(Moorpark	17	
	(Somis	19	
	(Bloomington	15	
	(Colton	15	
	(Riverside	15	
	(Banning	18	
	(Brawley	34	
	(Calxico	36	
	(Wildomar	23	
	(Hemet	24	
	(Bakersfield	24	
	(Terra Bella	25	
(Tulare	26		
(Kingsburg	27		
(Selma	27		
(Porterville	26		
(Exeter	27		
(Visalia	27		
(Fresno	27		
(Hanford	27		
(Armona	27		

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 1st day of Sept 1916.

Max Thelen

H. B. ...

Edwin O. Edgerly

Frank R. ...

Commissioners.