

## INDEX—INTERTERRITORIAL FREIGHT RATES

- ABSORPTION OF INDEPENDENT LINES, 443.  
 ACTUAL RATES, 411, 415.  
 AGRICULTURAL ADJUSTMENT ACT, 464.  
 AGRICULTURAL PRODUCTS, 419, 421, 602, 617, 619.  
 AIRMAIL SUBSIDY, 637.  
 ALTERNATIVE REMEDY, 566.  
 AMERICAN RAILWAY ASSOCIATION, 446, 451.  
 ANTI-TRUST LAWS, 393, 394, 395, 396, 403, 430, 435, 440, 445, 446, 449, 450, 452, 455, 461, 462, 464, 465, 466, 468, 470, 471, 476, 477, 478, 484, 489, 491, 569, 570, 571, 572, 573, 574, 575, 576, 578, 581, 586, 587, 589, 592, 593, 597, 621, 622.  
 APPORTIONMENT OF FREIGHT, 432.  
 ARBITRARIES, 406.  
 ASSOCIATED RAILWAYS OF VIRGINIA AND THE CAROLINAS, 435.  
 ASSOCIATION OF AMERICAN RAILROADS, 393, 438, 446, 452, 453, 454, 455, 456, 457, 466, 474, 571, 626.  
 ASSOCIATION OF RAILWAY EXECUTIVES, 451, 455.  
 AVIATION, 623.  
 BANKRUPTCY ACT, 621.  
 BASING POINTS, 427, 557.  
 BULWINKLE BILL (see REED-BULWINKLE BILL).  
 CENTRAL FREIGHT ASSOCIATION, 435, 442, 446, 459.  
 CIVIL AERONAUTICS ACT, 630, 631.  
 CLASS RATES, 391, 393, 395, 397, 406, 408, 409, 410, 411, 412, 415, 418, 419, 495, 500, 507, 508, 516, 536, 541, 549, 557, 559, 561, 563, 604, 605, 607.  
*Class Rate Investigation*, 1939, 393, 395, 407, 415, 434, 447, 448, 461, 496, 498, 499, 500, 501, 504, 519, 520, 521, 530, 532, 537, 542, 549, 550, 552, 557, 561, 563, 564, 566, 567, 569, 579, 580, 582, 586, 598, 622.  
 CLASS RATE LEVELS, 538, 543.  
 CLASSIFICATION COMMITTEES, 437.  
 CLASSIFICATION INVESTIGATION, 554.  
 CLASSIFICATION OF FREIGHT, 393, 407, 417, 429, 433, 434, 549, 554, 555, 556, 557.  
 CLASSIFICATION TERRITORIES, 417, 435, 510, 557, 600.  
 CLAYTON ANTI-TRUST ACT (see ANTI-TRUST LAWS).  
 CLIMATIC ADVANTAGES, 445.  
 COLUMN RATES, 396, 410, 508, 514.  
 COMMISSIONER PLAN, WESTERN DISTRICT, 452.  
 COMMODITY RATES, 396, 406, 408, 409, 410, 413, 414, 415, 418, 419, 496, 508, 514, 516, 536, 538, 543, 563, 604, 605, 607.  
 "COMMON SOURCE" OF DISCRIMINATION, 399.  
 COMPETITION  
     406, 430, 440, 445, 448, 463, 479, 480, 483, 484, 493, 572, 607; pipe line, 446; motor truck, 446, 607; air lines, 629; water, 423, 605, 607, 612, 613, 615.  
 CONFISCATION, 398.  
 CONSIST OF TRAFFIC, 391, 395, 398, 411, 413, 502, 562.  
 CONSTRUCTION OF RATES, 410, 419, 512.  
 CONTROL OF RATES, 431, 444, 453.  
 CORRECTIVE ACTION BY THE ICC  
     statutory authority of the Commission, 550; before 1940, 550; under Transportation Act of 1940, 551; rate situation in 1945, 553; classification of freight, 553; class-rate structures, 557; findings of the Commission, 558; relative class-rate levels, 559; impeding development of class-rate traffic, 560; obsolescence of class rates, 561; comparative costs of service, 562; differing consists of traffic, 562; equalization of rates other than class rates, 563; necessity of uniform classification and class rates, 563; attack on Commission's decision, 564; procedure, 564; scope of review, 564; common source of discrimination, 566; alternative remedy, 566; preliminary findings, 567; confiscation, 568.  
 CORRECTIVE ACTION UNDER THE ANTI-TRUST LAWS  
     application of anti-trust laws to railroads, 572; the *Georgia* case, 573; the *ADR* case, 573; effect of anti-trust actions, 574; necessity for limited collaboration in rate making, 575; extent of lawful collective activities, 576; area of competition, 577.  
 COSTS  
     of transportation, 398, 402, 562, 584, 607, 616; territorial differences, 395, 497, 553; cost studies, 518, 520, 542; costs of production, 392.  
 DESTINATION BASES OF RATE MAKING, 617.  
 DIFFERENCES IN TRANSPORTATION CONDITIONS, 480, 490, 497.  
 DIFFERENTIALS, 406.  
 DISCRIMINATION, 397, 430, 438, 471, 481, 489, 490, 491, 493, 507, 535, 538, 549, 550, 551, 552, 566, 569, 575, 581, 582, 583, 584, 615, 621, 623.  
 DISTANCE SCALES, 407.  
 DISTRIBUTION OF CARLOAD FREIGHT TRAFFIC, 509.  
 DISTRIBUTION OF TRANSPORTATION BURDEN, 391, 502, 504.  
 EARNINGS, 500, 501, 623.  
 ECONOMIC EFFECTS OF DISCRIMINATORY RATES  
     types of rates and their determination, 507; distribution of traffic by types of rates, 509; rate and

- classification territories, 510; structure of interterritorial rates, 512; regional differences, 515; development of rate structure, 515; industrial development of rate territories, 517; definition of rate problem, 518; freight rates and regional economic development, 518; the *Class Rate Investigation*, 519; instances of actual discrimination against shippers, 521. See also 395, 396, 437, 532, 533, 535, 560.
- ECONOMIC EVOLUTION OF RATE DIFFERENTIALS, 420.
- ECONOMIC JUSTIFICATION OF REGIONAL RATE DIFFERENCES  
regional variations in class rate scales, 495; relative levels, 495; exception and commodity rates, 496; relative levels of commodity rates, 406; economic effects of regional differences, 497; differences in transportation costs, 497; differences in distribution of transportation burden, 502; freight rates and regional protectionism, 505.
- EDWARDS COST STUDY, 402, 420, 498, 499.
- EMERGENCY RAILROAD TRANSPORTATION ACT OF 1933, 445.
- EXCEPTION RATES, 396, 408, 415, 427, 496, 508, 514, 536, 543, 563.
- FAIR LABOR STANDARDS ACT, 392, 445.
- FEDERATION FOR RAILWAY PROGRESS, 627.
- FOREWORD, 391.
- Georgia v. Pennsylvania R.R.*, 393, 403, 438, 446, 447, 449, 452, 454, 468, 469, 470, 471, 477, 564, 571, 572, 573, 574, 576, 577, 579, 580, 586, 598.
- GROUP RATES, 410.
- HEPBURN ACT, 595.
- HISTORICAL DEVELOPMENT OF EASTERN-SOUTHERN RELATIONSHIPS  
the rate structure, 416; regional levels, 418; economic evolution of southern rate structure, 420; institutional development of territorial units and regional differentials, 428; rate conferences, 436; regional economic discrimination, 437.
- HOCH-SMITH RESOLUTION, 552.
- ILLINOIS FREIGHT ASSOCIATION, 442, 460, 461.
- INDEPENDENT ACTION, 433, 436, 446, 447, 464, 472, 473, 475.
- INDUSTRIAL DEVELOPMENT, 582, 618.
- INTERSTATE COMMERCE ACT, 395, 400, 427, 431, 432, 433, 442, 449, 462, 463, 464, 466, 467, 469, 470, 472, 475, 477, 478, 479, 480, 481, 482, 483, 487, 489, 490, 491, 493, 494, 520, 533, 538, 551, 552, 554, 566, 572, 574, 575, 580, 585, 586, 587, 593, 594, 597, 598, 606, 614, 615, 621.
- INTERTERRITORIAL DIFFERENTIALS, 425.
- JOINT ACTION, 433.
- JOINT CONFERENCE OF CONTACT COMMITTEES, 447, 460, 474.
- JOINT CONFERENCE OF OFFICIAL TERRITORY LINES, 460.
- JOINT RATES, 406, 463, 466, 472, 481, 485.
- JOINT TRAFFIC ASSOCIATION, 435, 450.
- KEY-POINT RATES, 406, 410, 558.
- LAND GRANTS, 633.
- LESS-THAN-CARLOAD RATES, 398, 568.
- LOCAL RATES, 406, 425, 465, 466.
- MANN-ELKINS ACT, 595.
- MANUFACTURED PRODUCTS, 414, 419, 439, 444, 505, 507, 515, 602, 607, 618.
- MAPS  
intraterritorial class rate levels, 511; rate territories, 404.
- MAXIMUM RATES, 482.
- MERCHANT MARINE ACT, 597.
- MILEAGE SCALES, 406, 410.
- MINIMUM WAGE STANDARDS, 392 (see FAIR LABOR STANDARDS ACT).
- MINIMUM RATE ORDERS, 491.
- MISSISSIPPI VALLEY FREIGHT ASSOCIATION, 435.
- MONOPOLIES, 406, 437, 438, 439, 442, 444, 576, 578, 622, 624, 626, 638.
- MOTOR CARRIERS, 630.
- NATIONAL INDUSTRIAL RECOVERY ACT, 445.
- NATIONAL TRANSPORTATION POLICY  
interterritorial rates and national transportation policy, 621; the *Class Rate* case, 622; reasons for regional rate level differences, 622; resort to anti-trust laws, 622; banker domination of railroads, 623; reorganization abuses, 624; the *Pullman* case, 626; the *AAR* case, 626; inadequacy of earnings, 627; competition from other carriers, 629; separate regulation of airlines, 630; subsidies to airlines, 631; subsidy and taxation policies, 632; Federation for Railway Progress, 638. See also 397, 595, 596, 597.
- NEW ENGLAND FREIGHT ASSOCIATION, 435, 446, 459.
- New York v. United States*, 397, 399, 461, 520, 549.
- OFFICIAL CLASSIFICATION COMMITTEE, 435.
- PACIFIC COAST AND INTERTERRITORIAL RATES  
interterritorial rate problems and the Pacific Coast, 600; economic characteristics of Pacific Coast, 601; peculiarities of transcontinental rate structure, 604; parties concerned with transcontinental rates, 608; transcontinental rates and eastern markets, 608; costs of service in western territory, 609; encouragement of industry on Pacific Coast, 609; processed goods to Pacific Coast markets, 610; water competition, 612; economic development of the West, 617; postwar employment problem, 618; opportunities for growth of manufactures in California, 618.

- PANAMA CANAL ACT, 621.  
 POINT-TO-POINT RATES, 410.  
 POOLS, 430, 433, 442, 626.  
 POPULATION, 402, 420, 421, 423, 583, 585.  
 PROPORTIONAL RATES, 410.  
 PROTECTIONISM, 420, 505.
- RAILWAY ACCOUNTING OFFICERS' ASSOCIATION, 451.  
 RAILWAY LABOR ACT, 621.  
 RAMSPECK RESOLUTION, 551-2.
- RATE CONFERENCES  
 and the antitrust laws, 471; discrimination, 471; procedure, 471; independent action, 472; joint rates, 472; power of ICC to correct rates, 473; function of Association of American Railroads, 474; territorial rate conferences and interterritorial conferences, 474; function of conferences, 475; relation to antitrust laws, 476; antitrust laws and the railroad industry, 476; rates and prices, 477; construction of Interstate Commerce Act and antitrust laws, 477; application of antitrust laws to regulated industries, 478; competition versus regulation, 478; restrictions on competition in railroad industry, 479; necessity of consultation on rates, 484; rate conferences and discrimination, 489; interest of the South, 489; function of ICC, 490; need for stable rate relationships, 494. See also 394, 427, 428, 429, 433, 435, 436, 437, 438, 446, 449, 450, 452, 456, 457, 464, 465, 486, 576, 591.
- RATE EQUALITY, 490, 519.  
 RATE FIXING, 440, 450, 476.  
 RATE-MAKING PROCESS  
 early decisions on Sherman Act and rate bureaus, and subsequent development of bureaus, 450; regional organization of rate bureaus; legality of private rate-making procedure, 461; suggestions for conforming procedure to antitrust laws, 465; proposed legislation exempting carriers from antitrust laws, 468.
- RATE PARITY, 487.  
 RATE STRUCTURE  
 relation to price structures generally, 405; services covered by rates, 405; standardization, 406; influence of public regulation, 407; relative rate levels, 407; mechanics, 408; types of rates, 408; traffic distribution by types of rates, 409; construction of rates, 410; relative rate levels, 410. See also 437.
- RATE TERRITORIES, 417, 435, 436, 471, 495, 510, 557.  
 RATE WARS, 574.  
 RATE ZONES, 558.  
 RAW MATERIALS, 409, 413, 414, 419, 421, 505.  
 REASONABLENESS OF RATES, 437, 479, 491.  
 REBATES, 430.  
 REED-BULWINKLE BILL, 403, 468, 469, 576, 590, 592.
- REGIONALIZATION, 434.  
 REGIONAL ECONOMIC DISCRIMINATION, 437.  
 REGIONAL DIFFERENCES IN LEVELS, 419.  
 REGULATION OF THE RATE STRUCTURE  
 political aspects of rate question, 579; resort to antitrust laws, 580; completeness of relief in *Class Rate* case, 580; criticisms of ICC, 581; attitude of southern carriers on rate question, 582, 586; the Supreme Court's decision in the *Class Rate* case, 582; the Department of Justice and the rate question, 587; ICC regulation versus Department of Justice control, 589; inconsistent philosophies of regulation, 589; Bulwinkle Bill, 590; philosophy of Sherman Act inapplicable to railroads, 593; legislative history, 593; public interest, 599. See also 407, 448.
- RELATIVE RATE LEVELS, 407, 410, 412, 413, 415, 418, 559.
- RESEARCH BASIS FOR CORRECTIVE ACTION  
 nature of the problem, 532; transportation data needs and gaps, 535; traffic movement by types of rates, 536; point-to-point relations, 537; point-to-point traffic movements, 540; cost of transportation service, 542; development of more adequate transportation data, 543; BIR waybill sample, 544; census procedures, 547; case studies of significance of transportation factors, 547.
- SECURITIES AND EXCHANGE ACT, 624.  
 SHERMAN ACT (see ANTITRUST LAWS).  
 SINGLE-LINE RATES, 406.  
 SOUTHEASTERN FREIGHT ASSOCIATION, 435.  
 SOUTHEASTERN PRESIDENTS' CONFERENCE, 458, 466.  
 SOUTHERN CLASSIFICATION COMMITTEE, 428, 435.  
 SOUTHERN FREIGHT ASSOCIATION, 429, 435, 438, 446, 447, 457, 458, 459, 460, 461, 466, 467.  
 SOUTHERN GOVERNORS' CONFERENCE, 399, 437, 438, 586.  
 SOUTHERN RAILWAY AND STEAMSHIP ASSOCIATION, 429, 430, 431, 432, 433, 434, 435, 439.  
 SOUTHERN TRAFFIC LEAGUE, 392.  
 SOUTHWESTERN FREIGHT BUREAU, 460.  
 SUBSIDIES, 623, 632.
- TAXATION, 445, 623.  
 TENNESSEE MANUFACTURERS' ASSOCIATION, 506.  
 TERMINAL COSTS, 420.  
 TERMINAL GROUPING, 606.  
 TERRITORIAL GROUPINGS, 432.  
 TERRITORIALISM IN CLASSIFICATION, 434.  
 TERRITORIALISM IN RATE-MAKING, 434, 436.  
 THROUGH ROUTES, 482.  
 TOPOGRAPHY, 406.  
 TRADE BARRIERS, 397, 428, 444.  
 TRAFFIC DENSITY, 402, 498.  
 TRAFFIC EXECUTIVE ASSOCIATION, 446, 458, 459, 466.  
 TRANS-CONTINENTAL FREIGHT BUREAU, 435.  
 TRANS-CONTINENTAL FREIGHT RATE COMMITTEE, 435.

- TRANSPORTATION ACT, 436, 442, 443, 519, 544, 566,  
595, 596, 598, 621, 623, 631.  
TRANSPORTATION CONDITIONS, 395, 553, 569.  
TREASURERS' ASSOCIATION, 451.  
TRUNK LINE ASSOCIATION, 432, 435, 459.  
  
UNIFORMITY IN RATES, 416, 433.  
*United States v. Association of American Railroads*,  
393, 449, 571, 573, 627.  
UNITED STATES INDUSTRIAL COMMISSION, 420, 427,  
441.  
URGENT DEFICIENCIES ACT OF 1913, 564.
- VOTING TRUSTS, 624.  
  
WAGE SCALES, 392, 445.  
WATER COMPETITION, 423, 444, 605, 607, 612, 613,  
615.  
WESTERN ASSOCIATION OF RAILWAY EXECUTIVES, 393,  
626.  
WESTERN FREIGHT ASSOCIATION, 432.  
WESTERN TRUNK LINE COMMITTEE, 460.  
  
ZONES, 605, 606.  
"ZONE OF REASONABLENESS," 401, 463, 572, 575.