

DECISION NO. 19658

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
Lewis A. Monroe, as Joint Agent for)
Bakersfield & Los Angeles Fast Freight)
Company,)
City Transfer & Storage Company,)
Keystone Express,)
Los Angeles-Oxnard Daily Express,)
Los Angeles & San Pedro Transp.Co.,)
Los Angeles & Santa Barbara Motor)
Express Company,)
Los Angeles & West Side Transp.Co.,)
Rex Transfer Company,)
San Fernando Haulage Company,)
Service Motor Express,)
Triangle-Orange County & Santa Ana)
Express,)
For an Order granting permission to)
establish through joint class rates)
between points served by said lines,)
which through rates will be lower than)
the present combination of local rates)
over Los Angeles.)

APPLICATION NO. 9704.

Warren E. Libby and Lewis A. Monroe, for the Applicants
Devlin & Brookman, by Douglas Brookman, for Hodge Trans-
portation System and for San Joaquin Valley Trans-
portation Company, Interveners
E.E.Bennett, for Los Angeles & Salt Lake Railroad Company,
Intervener
E. J. Bischoff, for Coast Truck Line.

BY THE COMMISSION:

O P I N I O N

Lewis A. Monroe, as Joint Agent in the name and on
behalf of the Bakersfield & Los Angeles Fast Freight Company;
City Transfer & Storage Company; Keystone Express; Los Angeles-

Oxnard Daily Express; Los Angeles & San Pedro Transportation Company; Los Angeles & Santa Barbara Motor Express Company; Los Angeles & West Side Transportation Company; Rex Transfer Company; San Fernando Haulage Company; Service Motor Express, and Triangle-Orange County & Santa Ana Express, has petitioned the Railroad Commission under the provisions of Section 4, Chapter 213, Statutes 1917, for an order granting permission to put into effect a tariff publishing joint freight rates between all points served by the eleven carriers named, these joint rates to be somewhat lower than the combination of local rates over Los Angeles, as per Exhibit A, attached to the Application.

A hearing was held in Los Angeles on May 27, 1924, before Examiner Geary, and the matter having been duly submitted is now ready for an opinion and order.

The Attorney representing the San Joaquin Valley Transportation Company and the Hodge Transportation System, made an oral statement to the effect that the companies he represented desired to cooperate with the applicants named in this proceeding with view to obtaining similar joint arrangements.

A formal petition to intervene was presented on behalf of the Coast Truck Line, which company performs a freight service as a common carrier between Los Angeles and San Diego. This petition, however, failed to set forth any joint rates; it also enlarged the issues of the original application by including territory between Los Angeles and San Diego.

It is our opinion that neither petition of intervention can be given consideration in this proceeding and that if these three transportation companies desire to establish through routes and joint rates, proper applications naming the through routes,

joint rates and the territory to be served, should be presented.

The applicants are all common carrier freight transportation companies legally operating, with tariffs on file with this Commission. The operations of all the companies terminate in Los Angeles and serve the outlying territory, roughly described as embracing Bakersfield, Owensmouth, Fellows, McKittrick, Taft, San Fernando, Santa Barbara, Oxnard, Colton, San Bernardino, Pomona, Ontario, Santa Ana, Long Beach, San Pedro, Wilmington, Santa Monica, Venice and the intermediate points.

At the present time there is no established through route nor joint rates, and when shipments move from a point located on the route of any one of the applicants to a point located on the route of any connecting line the charges are based on a combination of the local rates.

It is the intention of the eleven companies to cooperate in the movement of through freight, issue through bills of lading and to arrange for the payment of loss and damage claims. Under the present situation the charges to the shipper are uncertain, by reason of the fact that the local tariffs are not in possession of the defendant companies.

In the handling of the through freight no through service is contemplated, but shipments moving via the different routes will be transferred at the terminal depots of the connecting lines at Los Angeles exactly as is done under the present situation. The only difference resulting from the granting of this application will be the establishment of somewhat lower joint rates and the issuance of through bills of lading.

There was no opposition from any source to the granting of the application, although notices were sent direct to the interested

competing transportation companies and commercial organizations, but there was much testimony from shippers and from representatives of the operating companies as to the public convenience and necessity for the joint rates.

Under the provisions of the Auto Stage and Truck Transportation Act, Statutes 1917, Chapter 215 and the amendments thereto, it is necessary to obtain authority from this Commission before through routes and joint rates can be established.

From the testimony presented it is clear there is a public convenience and necessity for a through route and the joint rates, and we are of the opinion that the application should be granted and the applicants authorized to publish joint rates not in excess of those set forth in Exhibit A attached to and made a part of the application, which joint rates are approximately five per cent lower than the present combination of local rates.

O R D E R

A public hearing having been held in the above entitled proceeding, evidence having been submitted by said applicants, and the Commission being fully advised,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the establishment of through routes and joint rates for the transportation of

freight between the eleven companies named in this application.

IT IS HEREBY ORDERED that the application of Lewis A. Monroe as joint agent in the name and on behalf of the Bakersfield & Los Angeles Fast Freight Company; City Transfer & Storage Company; Keystone Express; Los Angeles-Oxnard Daily Express; Los Angeles & San Pedro Transportation Company; Los Angeles & Santa Barbara Motor Express Company; Los Angeles & West Side Transportation Company; Rex Transfer Company; San Fernando Haulage Company; Service Motor Express, and Triangle-Orange County & Santa Ana Express, be and the same is hereby granted, and the said companies are hereby authorized to publish and file joint freight rates not in excess of those set forth in Exhibit A attached to and made a part of the application.

Dated at San Francisco, California, this 5th day of June, 1924.

C. Seaver

H. P. ...

Ivory Martin

J. T. Whittey
Commissioners.