

Decision No. 16612

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application
of Lewis A. Monroe, as Agent for
H. Frasher for an Order granting
permission to establish Class Rates
and Adopt a Uniform Classification
for the Transportation of Property
between Fresno and Tulare, Biola,
Kerman, Tranquility, San Joaquin and
intermediate points.

APPLICATION NO. 12546

In the Matter of the Application
of Lewis A. Monroe, as Agent for
G.W.M. Cobb, for an Order granting
permission to establish Class Rates
and Adopt a Uniform Classification
for the Transportation of Property
between Fresno and Sunnyside, Clotho,
Sanger and Centerville.

APPLICATION NO. 12547

In the Matter of the Application
of Lewis A. Monroe, as Agent for
Henry Smith, for an order granting
permission to establish Class Rates
and Adopt a Uniform Classification
for the Transportation of Property
between Fresno, Sultana, Orosi, Cutler
Yettam, Orange Cove and intermediate
points.

APPLICATION NO. 12548

In the Matter of the Application
of Lewis A. Monroe, as Agent for
C.L. Fortier and Son, for an Order
granting permission to establish
Class Rates and Adopt a Uniform
Classification for the Transportation
of Property between Fresno, Del Rey,
Parlier, Reedley and intermediate
points.

APPLICATION NO. 12549

In the Matter of the Application
of Lewis A. Monroe, as Agent for
George Harm, for an Order granting
permission to establish Class Rates
and Adopt a Uniform Classification
for the Transportation of Property
between Fresno and Coalinga.

APPLICATION NO. 12550

In the Matter of the Application
of Lewis A. Monroe, as Agent for
Geo. C. Scribner, owner of the
Fresno and Visalia Freight and
Express Line, for permission to
establish Class Rates and Adopt a
Uniform Classification for the
Transportation of Property.

APPLICATION NO. 12551

In the Matter of the Application
of Lewis A. Monroe, as Agent for
Harm and Frasher, for an Order
granting permission to establish
Class Rates and adopt a Uniform
Classification for the Transport-
ation of Property between Fresno
and Dinuba and intermediate points.

APPLICATION NO. 12552

In the Matter of the Application
of Lewis A. Monroe, as Agent for
J.O.Bray, for an Order granting
permission to establish Class Rates
and Adopt a Uniform Classification
for the Transportation of Property
between Fresno, Caruthers, Camden,
Riverdale and Lanare, and inter-
mediate points.

APPLICATION NO. 12574

Charles A. Beck, for Applicants.
Lewis A. Monroe,

BY THE COMMISSION:

O P I N I O N

These are applications filed by H.Frasher, an individual;
G.W.M.Cobb,an individual; Henry Smith,an individual; C.L.Fortier &
Son,copartners; George Harm,an individual; Geo.C.Scribner,an indiv-
idual; Harm & Frasher,copartners, and J.O.Bray,an individual,
seeking authority to publish and maintain a scale of class rates,
First, Second, Third and Fourth, and to adopt "Monroe's Ship by
Truck" Freight Classification to govern the transportation of
property by auto truck between Fresno on the one hand and on the

other, various points in the San Joaquin Valley, as more specifically hereinafter described.

The issues involved being similar and the evidence submitted having been, by stipulation, made a part of the record in each proceeding, these applications may be disposed of in one report.

Public hearings were held before Examiner Geary at Fresno April 27, 1926 and the applications having been duly submitted are now ready for our opinion and order.

Applicants, for a number of years, have been engaged as common carriers of freight between points in the San Joaquin Valley under tariffs lawfully on file with this Commission. H. Frasher serves the territory between Fresno, San Joaquin and Tulare; G.W.M. Cobb between Fresno and Centerville; Henry Smith between Fresno and Yettam; C.L. Fortier & Son between Fresno and Reedley; George Harm between Fresno and Coalinga; Geo. C. Scribner between Fresno and Visalia; Harm & Frasher between Fresno and Dinuba, and J.O. Bray between Fresno and Tulare.

The record indicates that there are now eleven auto freight lines, including these eight applicants, operating out of the City of Fresno to points in the San Joaquin Valley; all use the same union freight terminal facilities at Fresno and, with the exception of applicants, have in effect a scale of four class rates governed by the Classification these applicants desire to adopt.

The movement of traffic over applicants' lines at the present time is primarily under schedules of commodity rates for those commodities moving in volume, while for other articles of

minor tonnage a flat rate applying to "freight not otherwise specified" is maintained. The latter designation must necessarily cover innumerable commodities falling within this single classification, manifestly lacking the flexibility to adequately cover articles which from a transportation standpoint are vastly dissimilar. The situation has caused more or less complaint by the shipping public and, likewise, is unsatisfactory to the carriers. A concrete illustration of the inequalities and discriminations flowing from an inadequate classification is shown by a comparison of the rates on flour and on the raw product, wheat, in 3-ton lots via the Frasher line from Fresno to San Joaquin. In the present tariff there is a specific rate of \$3.00 per ton on flour, while on wheat the applicable rate is \$4.00 per ton, the latter commodity falling within the generic classification of "Freight N.O.S.", resulting in a lower rate on the finished product than is in effect on the raw commodity. A converse situation is illustrated by the applicable rates on sand and glassware between the same points where, under the present classification, the carrier is obligated to transport both articles at the same rate, of \$4.00 per ton.

The adoption of a scale of class rates and a uniform classification as herein proposed eliminates these inconsistencies and provides a proper and adequate basis for the assessing of the freight charges. Applicants contend that the proposed adjustments are for this purpose and will not increase their operating revenues. This contention appears to be borne out by exhibits giving an analysis of the traffic, submitted for representative periods, showing the results that would have obtained had the proposed adjustments been in effect. In all cases these statements showed

a slight decrease in operating revenues for the test periods. The actual increases in individual rates are negligible and the adjustments proposed reflect a conscientious effort on the part of applicants to conform their rate structures to the needs of the shipping public and to fairly distribute the transportation expenses over the various commodities transported.

In addition to the class rates applicants will publish a runout of commodity rates to cover selected commodities moving in large volume between the principal points.

It is impossible upon this record to determine whether or not the volume of the proposed class rates is reasonable per se, particularly with respect to the percentage relationships between the various classes; however, considering that these proceedings are primarily for the purpose of providing a uniform freight classification of commodities that fact should not act as a bar, for the rates per se may have our further consideration should a test prove them to be improperly adjusted.

Upon consideration of all the facts of record, we are of the opinion and find that applicants should be authorized to establish and maintain the proposed adjustments and that the applications should be granted.

O R D E R

These applications having been duly submitted, full investigation of the matters and things involved having been had and basing this order on the findings of fact and the conclusions contained in the opinion which precedes this order, which said

opinion is made a part hereof,

IT IS HEREBY ORDERED that applicants, H.Frasher,an individual; G.W.M.Cobb, an individual; Henry Smith,an individual; C.L.Fortier & Son,copartners; George Harm,an individual; Geo.CoScribner, an individual; Harm & Frasher,copartners, and J.O.Bray,an individual, be and they are hereby authorized to adopt "Monroe's Ship by Truck" Freight Classification and to publish, upon not less than ten (10) days notice to the Commission and to the public, in tariffs constructed in accordance with the rules of the Commission, the rates, rules and regulations set forth in Exhibits A of the applications, subject to the following conditions:

That this authorization shall not be construed as a finding by the Commission that the rates, rules and regulations sought to be established are reasonable, per se.

Dated at San Francisco, California, this 3^d
day of May, 1926.

H.B. Dandige

C. Leary

Frankford

Commissioners.