

Decision No. 17026

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of Lewis A. Monroe, as Agent for )  
the Ojai-Ventura and Los Angeles ) Application No. 12704  
Express for authority to readjust )  
class rates between Los Angeles and )  
Ventura. )

Phil Jacobson and Lewis A. Monroe, for applicant.

BY THE COMMISSION:

O P I N I O N

This is an application filed by Lewis A. Monroe as Agent for the Ojai-Ventura and Los Angeles Express seeking authority to readjust its scale of freight class rates, first, second, third and fourth, applicable to the transportation of property by motor truck between Los Angeles and Ventura.

Public hearings were held before Examiner Geary at Los Angeles May 20, 1926 and June 17, 1926 and the application having been duly submitted is now ready for our opinion and order.

The operative rights of applicant extend from Los Angeles to Ojai, a distance of approximately ninety-five miles. Ventura is located fifteen miles south of, and intermediate to, Ojai. The Los Angeles and Santa Barbara Motor Express Company serves the territory between Los Angeles and Ventura, and in addition to that carrier there are two other truck lines serving the territory between Los Angeles and points in close proximity to Ventura, namely, the Los Angeles and Oxnard Daily Express and Tuckers' Truck and Transportation Co. In application 12702, 12703 and 12705, decision No. 16785, dated May 28, 1926, we authorized

these three common carriers to establish uniform class rates of 60 cents first class; 50 cents second class; 40 cents third class and 30 cents fourth class, between Los Angeles and points in the same general territory contiguous to Ventura. Prior to authorization granted in Decision No. 16785 supra there was a lack of uniformity in the volume of the rates charged via the competing lines thus creating a rate adjustment unsatisfactory to both the shipping public and the carriers.

Applicant now seeks authority to place in effect the same rates as maintained by the three other carriers operating in this competitive territory, thus placing all four lines on a rate equality. The effect of the instant adjustment will be to increase the first, second and third class rates of applicant, with no change in the fourth class. The record indicates that approximately 75% of the tonnage moves under the fourth class rate and it is maintained by applicant that the changes in the first, second and third class rates, will not produce any substantial increase in revenue. The adjustments sought being primarily for the purpose of uniformity.

Applicant's Exhibit 2 shows that for a five months' period extending from January to May, 1926, inclusive, the operating revenue under the present rates was \$24,470.71 and the operating expenses, during the same period, were \$24,017.68 resulting in a net operating gain of \$453.03, or approximately \$90.00 per month.

There was no opposition, but a number of witnesses, traffic representatives of large Los Angeles shippers, appeared and urged the granting of the application.

Upon consideration of all the facts of record we are of the opinion and find that the applicant should be authorized to re-adjust its class rates as set forth in the application and that the

application should be granted.

ORDER

This application 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 applicant, Ojai-Ventura and Los Angeles Express, be, and it is, hereby authorized 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 proposed class rates as set forth in the application.

Dated at San Francisco, California, this 2<sup>d</sup> day of

July  
~~June~~, 1926.

[Signature]

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Commissioners.