

Decision No. 17846

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of Lewis A. Monroe as Agent for)
Motor Service Express, Inc. and)
Los Angeles-Newport Freight Line)
for an Order Granting Permission)
to Establish a Charge for Joint)
Pickup Service within the City of)
Los Angeles.)

APPLICATION NO. 13061

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Lewis A. Monroe, for Applicant.

BY THE COMMISSION:

O P I N I O N

This is an application filed by Lewis A. Monroe, agent for Motor Service Express, a corporation, and Los Angeles-Newport Freight Line, G.J.Reis, owner, hereinafter referred to as the Motor and Newport, respectively, seeking permission under the provisions of Chapter 213, Statutes of 1917, to amend the rules governing the minimum revenue charge in connection with pickup service at Los Angeles. The rates now applicable are published in Motor Tariff C.R.C.No.2 and Newport Tariff C.R.C.No.4 from points in a defined zone within the city of Los Angeles to various suburban points of destination.

The proposed joint minimum charge rule is set forth in Exhibit "A" attached to and made a part of the application.

A public hearing was held before Examiner Geary at Los Angeles December 7, 1926 and the matter having been duly submitted is now ready for an opinion and order.

The Motor handles package freight from Los Angeles to Anaheim, Ocean Park, San Bernardino and numerous intermediate points and Rule 1(b) of Tariff C.R.C.No.2 defines the zone in Los Angeles from which the rates apply. Rule 1(d) provides that the commodity package rates named will only govern where a sufficient number of packages are tendered at one time and at one place to return revenue in an amount of \$1.00 or more.

The Newport likewise handles freight in small packages from Los Angeles to Newport Beach, Laguna Beach and numerous intermediate points and its Tariff C.R.C.No.4 contains the rules describing the zone limits of Los Angeles and the minimum charge, which is similar in all respects to the rules published in tariff of the Motor.

A witness testified that applicants are now operating a joint terminal depot at 454 South Hewitt Street, Los Angeles and that the pickup service for both lines is performed by the Motor under a contract with the Newport covering this pickup service for the latter line.

The proposed change will have the effect of eliminating the duplication of the required minimum revenue of \$1.00 for each carrier and make the commodity package rate applicable when the total revenue at pickup point in Los Angeles for line haul traffic via the combined carriers totals \$1.00. This adjustment results in a reduction in charges and a more convenient service to the shipping public.

There were no appearances in opposition to the granting of the petition.

Upon consideration of all the facts of record we are of the opinion and find that the joint pickup charge as set forth in Exhibit "A", attached to the application, should be established and that the application should be authorized.

O R D E R

This application having been heard and submitted by the parties, 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 preceding this order, which said opinion is hereby referred to and made a part hereof,

IT IS HEREBY ORDERED that Motor Service Express, Inc. and Los Angeles-Newport Freight Line be and they hereby are authorized to publish and file a tariff setting forth the joint pickup charge and rules as shown in Exhibit "A" attached thereto and made a part of the application.

Dated at San Francisco, California, this 6th day of December, 1929.

H. H. Brundage
C. A. Seaman
James H. West
Leon A. White
John D. Ratten
 Commissioners.