

Decision No. 24563.

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
LEWIS A. MONROE, as agent for the various  
motor freight transportation companies as  
named herein, for an order granting per-  
mission to establish uniform minimum  
freight charges between Los Angeles and  
certain points in Southern California.

**ORIGINAL**

Application No. 18127.

D. G. Shearer, for Lewis A. Monroe, Agent, and the 27  
carriers party to the application.

C. W. Cornell, for Pacific Motor Transport Company,  
intervener.

BY THE COMMISSION:

O P I N I O N

This is an application filed by Lewis A. Monroe, Agent,  
under power of attorney on behalf of 27 common carrier auto truck  
freight lines<sup>1</sup> for authority to publish and make effective in their  
tariffs a uniform item establishing the minimum charges (the least  
charge for which a shipment will be handled).

The proposed item is as follows:

On shipments weighing 25 pounds or less, 35 cents  
On shipments weighing over 25 pounds, 50 cents.

<sup>1</sup> Alhambra-Los Angeles Express  
Baetz Transfer  
Burbank Transfer Company  
Citizens Truck Company, Ltd.  
City Transfer & Storage Company  
Crown City & Los Angeles Express  
Company  
Glendale & Verdugo Hills Express  
Company  
Harbor Freight Transit  
Independent Truck Company  
Keystone Express System  
Los Angeles & Compton Transpor-  
tation Company  
Los Angeles-Downey & Norwalk Transfer  
Los Angeles-Newport Freight Line

Motor Freight Terminal Company  
Motor Service Express, Inc.  
Motor Transportation Company, Ltd.  
Pasadena Express & Freight Service  
Puckett Freight Lines, Ltd.  
Rex Transfer Company  
Rice Transportation Company  
Richards Trucking & Warehouse Co.  
Security Van & Storage Co., Inc.  
Tolson Transportation System, Inc.  
Triangle, Orange County & Santa  
Ana Express  
Union Transfer & Storage Company  
Western Truck Lines, Ltd. (Glendale  
Interurban Express Division)  
Zimmerman Bros.

A public hearing was held before Examiner Geary at Los Angeles May 25, 1932, and the proceeding submitted.

Attorney for the Pacific Motor Transport Company appeared at the hearing and filed a petition in intervention, requesting authority to establish the same minimum charges for use via its lines between points within the same general territory. There was no objection to the petition in intervention, and therefore the Pacific Motor Transport Company will be treated as a party applicant.

All of the truck lines operate out of Los Angeles, principally into the harbor district and into the nearby communities. The original minimum charges were established many years ago when the services were first commenced, and those now in effect are the outgrowth of competition between the carriers and reflect to some extent efforts to meet a newly developed transportation factor. There is a resemblance of uniformity but the differing charges cause confusion where two or more companies operate to serve the same points. With the majority of the carriers the minimum charges are now 35 and 50 cents, dependent upon weight. As illustrative, the Independent Truck Company charges for 100 pounds or less 35 cents, over 100 pounds 50 cents, while the Motor Transport Company charges for 25 pounds or less 25 cents, over 25 pounds and not over 100 pounds 35 cents, and over 100 pounds 50 cents. The Pasadena Express and Freight Service carries minimum charges based upon the classification of the articles, ranging from 35 cents to \$1.24. The adjustments proposed will result in reductions by a few of the lines, but generally the result will be small increases in shipments weighing 25 pounds or less.

The testimony of applicants and a tabulation of the costs of handling minimum shipments (Exhibit No. 1) show that the service is now being rendered at something less than the

actual out-of-pocket costs without any allowance for returns on the investments. These applicants in most instances use heavy trucks and do not hold themselves out as specializing in the handling of small shipments or parcel deliveries. They testified that because of their method of operation net results would be greater if some of the minimum charge shipments were diverted to other carriers.

The territory is to a great extent served by parcel delivery companies, and shippers have the option of using these facilities if the minimum charges proposed are not satisfactory for their purposes. The minimum charge of the railroads serving the same general territory is 50 cents per shipment, and of the Railway Express Agency 30 or 35 cents, dependent on classification.

The testimony of witnesses was along much the same lines and showed that these changes were necessary in the interest of harmony between the regulated competing carriers and are expected to develop sufficient revenue to at least cover the cost of the service.

There were no witnesses in opposition, and certain of the carriers testified that they had discussed the matter with their patrons and had found no objectors. The proposed changes are reasonable per se and justify the conclusion that carriers and shippers will be benefitted by this uniformity, making for the elimination of discrimination and inequalities.

The application will be granted.

### O R D E R

Public hearing having been held on this application, and the matter submitted,

IT IS HEREBY ORDERED that Lewis A. Monroe as agent for the motor transportation companies named in the application, and the Pacific Motor Transport Company, intervener, be and they are hereby authorized to establish within forty (40) days from the date of this order upon five (5) days' notice to the public, a minimum charge item as set forth in the application, viz.:

On shipments weighing 25 pounds or less, \$0.35  
On shipments weighing over 25 pounds, .50

Dated at San Francisco, California, this 13<sup>th</sup>  
day of June, 1952.

Cl. J. J. J.  
Leon J. J.  
W. A. J.  
M. B. J.  
Fred G. J.  
Commissioners.