

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the Matter of Application of
Southern Pacific Company for
Authority to make a charge of
\$2.50 at Special Landings located
at points on the Sacramento River
and on the Bays adjacent thereto.)

Application No. 3587.

In the Matter of Application of
California Transportation Company
for Authority to make a charge of
\$2.50 at Special Landings located
at points on the Sacramento River
and on the Bays adjacent thereto.)

Application No. 3586.

- Sanborn & Roehl for California Transportation Co.
- Elmer Westlake for Southern Pacific Company.
- E. E. Stocker for San Francisco Chamber of Commerce.
- G. J. Bradley for Merchants & Manufacturers Association
of Sacramento.
- E. E. Cole for California Fruit Exchange.
- A. A. Montgomery for Pioneer Fruit Company.
- S. M. Dickey for Farmers Protective Association
- Chas. Studarus)
- Geo. B. Green) For Sacramento River Farmers Protective
- Peter Huth) Association.

LOVELAND, COMMISSIONER:

O P I N I O N

The proceedings in these two applications were heard together and they will be disposed of in one opinion and order.

The application of Southern Pacific Company seeks authority to publish in its Steamer Line Tariff No. 541-A, C.R.C. No. 1916, the following rule:

"CHARGE FOR MAKING SPECIAL LANDINGS:

Rates named in this tariff apply to and from regular landings maintained by this company and a charge of \$2.50 will be made for making a special landing at any point other than at such regular landings. This charge of \$2.50 applies in addition to regular tariff rates".

The regular landings are as follows:

San Francisco, Pacific St. Wharf.	Walnut Grove
Port Costa	Walnut Grove (Railroad Dock)
Benicia	Vorden
Collinsville	Courtland
Emmaton	Hood
Rio Vista	Clarksburg
Isleton	Sacramento (K St. Wharf)
Ryde "	

The authority sought by the California Transportation Company is similar to that of the Southern Pacific Company, except that its regular landings are as shown below:

San Francisco	Ryde
Crockett	Walnut Grove
Benicia	Grand Island Wharf
Martinez	Vorden
Emmaton	Courtland
Rio Vista	Clarksburg
Isleton	Sacramento

These applications were originally presented under date of February 8, 1918 and they are the outgrowth of the suggestions made in this Commission's Decision No. 4968, Application No. 2924, dated December 17, 1917, wherein the Southern Pacific Company was granted authority to increase certain class and commodity rates. In the decision the Commission used the following language:

"The expedited movement of farm products from Sacramento river districts, its regular and speedy arrival at the packing houses, canneries and produce markets is a necessary part of the transportation service and, without doubt, farmers would prefer slightly increased freight rates to any radical reduction in the operation of scheduled boats.

"At times the boat of one carrier is taking on freight at a bank landing, while the boat of another carrier, in response to a flag signal, is backing water in the

"stream waiting to make a pickup at the same landing. In each case the stops might involve only a 50-cent shipment going to the same destination, both of which could have been moved via the one line except for the whim of the consignor.

"It is suggested an effort be made to reduce the number of boat stops, either by consolidating landings which are closely adjacent, by dividing the landings between the carriers, or by one company working the east bank of the river, while the west bank is handled exclusively by the other. Since the San Francisco and Sacramento Navigation Company does but little intermediate business between San Francisco and Sacramento the division of territory would be an arrangement between the Southern Pacific Company and the California Transportation Company. During the slack seasons of the year the number of boats operated might be reduced without inconvenience to the shipping public".

Under date of February 15, 1918 applicants were informally authorized to publish, on less than statutory notice, the \$2.50 penalty charge for stopping at the special landings as set forth in the original applications. Subsequent to publication of the tariffs and before the same became effective, a vigorous protest reached the Commission from interested parties at Sacramento and the authorizations given February 15th were cancelled and the matter set down for a formal investigation.

At the hearing, March 14th, petitioners amended their applications by substituting for the penalty charge of \$2.50 a minimum charge of \$2.50 per shipment received or delivered at the special landings. They also proposed to create twenty additional regular landings, ten on each side of the river, between McIntyre and Moore's, these to be non-agency stations for the receipt and delivery of freight and passengers, subject to the same minimum charge of 25 cents as now prevails at the regular agency stations mentioned in the applications; the twenty regular non-agency landings to be established and published as rapidly as representative committees of interested

parties can agree upon satisfactory locations. This arrangement would provide thirty-eight regular landings.

Petitioners clearly and positively state that the extra charge is not suggested with any intention of increasing revenues, but is for the sole purpose of maintaining an expedited and regular service between San Francisco and Sacramento, reducing the liability of injury and death to their employees at the crude bank landings and cutting down expenses caused by excessive wear and tear to the steamers.

There are now some one hundred and twenty bank landings and it was shown that during the busy seasons of the year the time lost on a trip between San Francisco and Sacramento is from two to six hours in making landings at points where consignments are insignificant and could be handled with but slight inconvenience to the shippers at the established regular landing places.

A steamer loses at each bank landing from six to ten minutes exclusive of the time consumed in loading and unloading freight. Frequent stops make it impossible to dock at San Francisco on schedule time during the peak months of the shipping season, with the result that fruit and vegetables regularly miss the markets for which they are intended, to the great disadvantage and loss of the farmer, produce merchant and consuming public. In certain instances farmers have found it necessary to discontinue entirely the shipping of fruit and vegetables to San Francisco and Sacramento markets because of the failure of steamers to maintain running schedules and this produce has gone to the canneries at reduced prices.

Witnesses representing farmers and produce men testified

to the effect that all interested parties would quickly adjust themselves to the changed conditions and could, without difficulty, handle small shipments through the regular landings at the minimum charge of 25 cents. The opinion appeared to be unanimous among witnesses that the steamers are serving entirely too many special bank landings and no opposition was offered to the petitions as amended.

Testimony was given with reference to the running schedules of the boats, their time of leaving and arrival at the terminals, the serving of alternate landings, working opposite sides of the river and the entire elimination of certain bank landings. These matters, however, were not included in the original petitions and while applicants were willing to stipulate that the Commission give them consideration, I am of the opinion that this record is not in sufficient detail to pass upon these important points. It is suggested carriers cooperate in arranging the steamer schedules, the landings to be served and that, wherever possible, not more than one steamer per day stop at any one landing.

Should the relief extended by the granting of these applications and through the cooperation of the carriers themselves fail to remedy the difficulties in the running schedules and in reducing the special stops, specific applications may be presented to the Commission for such further relief as the circumstances may warrant.

Shippers and carriers are urged to decide at once upon the twenty non-agency regular landings where the minimum charge of 25 cents shall be assessed.

These applications present questions of importance; first, that a carrier has the right to charge for a special service and second, that the charges be assessed where they rightfully belong and it is my conclusion the applications as amended should be granted.

I submit herewith the following form of order:

O R D E R

Applications having been made by the Southern Pacific Company and the California Transportation Company for permission to make a minimum charge of \$2.50 per shipment for freight received or delivered at special landings and a public hearing having been held on said applications and the Commission being fully apprised in the premises,

IT IS HEREBY ORDERED by the Railroad Commission of the State of California that said applications be and the same are hereby granted.

The foregoing opinion and order are hereby approved and ordered as filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 25th day of March 1918.

Max Thelen

H. D. Loveland

W. G. Gordon

Frank R. Kohn
Commissioners.