

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the Matter of the Application of)
 the Los Angeles & Santa Paula Daily)
 Express for authority to cancel)
 present freight rates between Los)
 Angeles, Santa Paula, Saticoy and)
 intermediate points and to establish)
 in lieu thereof a freight classific-)
 ation and a new schedule of rates.)

APPLICATION NO. 4914.

BY THE COMMISSION:

O P I N I O N

The Los Angeles & Santa Paula Daily Express, by Lewis A. Monroe, its Agent, applied to the Commission for an order authorizing a re-adjustment of its freight rates. This truck line operates between Los Angeles, Santa Paula, Saticoy and intermediate points. Its first tariff was filed and became effective January 1, 1919 and provides but two class rates, with only a limited classification to govern the rates to be assessed different commodities. The present 1st and 2nd class rates are shown in the following schedule:

Between Los Angeles and	Rates in Cents per 100 Pounds	
	1st Class	2nd Class
Newhall	35	25
Saugus	35	25
Castaic	40	30
Piru	40	30
Fillmore	40	30
Sespe	40	30
Santa Paula	40	30
Saticoy	45	35

It is proposed to establish an enlarged classification which will provide four class rates, as follows:

Between Los Angeles And	:	Class Rates in Cents per 100 Pounds			
	:	1	2	3	4
Newhall	:	31 $\frac{1}{2}$	26 $\frac{1}{2}$	22	19
Saugus	:	31 $\frac{1}{2}$	26 $\frac{1}{2}$	22	19
Castaic	:	36 $\frac{1}{2}$	33	30	27
Piru	:	52	47	39 $\frac{1}{2}$	31 $\frac{1}{2}$
Fillmore	:	59 $\frac{1}{2}$	47	39 $\frac{1}{2}$	31 $\frac{1}{2}$
Sespe	:	62 $\frac{1}{2}$	47	39 $\frac{1}{2}$	31 $\frac{1}{2}$
Santa Paula	:	62 $\frac{1}{2}$	47	39 $\frac{1}{2}$	31 $\frac{1}{2}$
Saticoy	:	62 $\frac{1}{2}$	47	39 $\frac{1}{2}$	31 $\frac{1}{2}$

It will be noted by comparing the two schedules that to certain destinations the 1st and 2nd class rates will be reductions over the rates now in effect. Many commodities which under the present classification move under 1st and 2nd class rates have been re-classified and under the proposed tariff will take 3rd and 4th class rates. The re-classification of the commodities brings about increases and decreases. A statement attached to the application giving the tonnage carried during the month of July, 1919 shows that the proposed classification of rates will reduce the charges for transporting groceries, flour, dried fruits and many other commodities handled by merchandise stores who are the principal patrons of this applicant. The tonnage statement shows that the increases apply principally to commodities moving at infrequent intervals.

Applicant states that the re-adjustment is not sought with a view to secure any increase in revenue, but solely to establish a uniform method of applying charges, making them conform as to classification, to the practices followed by the rail and express competitors. The proposed rates, in many instances, are in excess of the rates being charged by railroad lines, but this is explained by reason of the fact that the auto trucks of this applicant

make store door deliveries and render an express service, which cannot be properly compared with the service performed by the railroad companies. Tariffs originally published apparently gave no consideration to a proper classification of the commodities to be handled and are in a very incomplete form.

The proposed rates will apparently give to shippers a more equitable adjustment of charges without any intention on the part of the transportation company to increase its total revenue and, in view of such fact, we are of the opinion, from the exhibits attached to the application, that this is not a matter on which a public hearing is necessary and that the application should be granted.

O R D E R

The Los Angeles and Santa Paula Daily Express, by Lewis A. Monroe, its Agent, having applied to the Railroad Commission for an order granting authority to establish a freight classification and a new schedule of freight rates between Los Angeles, Santa Paula, Saticoy and intermediate points and the Commission being fully advised and believing this is not a matter on which a public hearing is necessary and that the application should be granted,

IT IS HEREBY ORDERED that the application is hereby authorized and granted.

Dated at San Francisco, California, this 2nd day of October 1919.

Edwin C. Ege
H. L. Hubbard
Frank Berlin
Irving Martin