

Decision No. 9471

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the Matter of the Application  
of the Healdsburg-Santa Rosa Auto  
Freight Line for an order granting  
permission to establish tariff adjusting  
freight rates.

APPLICATION NO. 6920.

Harvey A. Loveland, for Applicant.

BY THE COMMISSION:

O P I N I O N

The Healdsburg-Santa Rosa Auto Freight Line, by Harvey A. Loveland, its Agent, applied to the Commission under Rules 10 and 11 of General Order No. 51, for an order authorizing a readjustment of certain freight rates by establishing rates shown in Exhibit "A" and Amended Exhibit "A" attached to and made a part of the application and eliminating certain special commodity rates now in effect in said applicant's Local and Proportional Freight Tariff No. 1-A, C.R.C. No. 4, naming class and commodity rates between Healdsburg and Santa Rosa.

The proposed rates are to be governed by the Northern California Auto Traffic Bureau Freight Classification No. 1, C.R.C. No. 1.

The application is made with a view, in part, of placing the Healdsburg-Santa Rosa Auto Freight Line's tariff on a proper basis, the tariff now on file being governed by The Western

Classification and providing ten classes of rates. The proposed rates will be lower than rail rates to and from the same points, for the reason that applicant's rates include pickup and delivery service.

Attached to and made a part of the application is Exhibit "B", covering statement of expenses and revenue for the six months December 1920 to May 1921, both inclusive. This statement shows the line's total revenue for the period to have been \$3,209.50 and the total expenses \$3,341.25, a loss of \$131.75. This loss is exclusive of any amount for tire expense, no new tires having been purchased during the period.

In connection with the application there was transmitted a petition signed by all receivers of freight located at Healdsburg, to the effect that they had no objection to the tariff proposed.

The applicant operates under the fictitious name of Healdsburg-Santa Rosa Auto Freight Line; the service was formerly performed under the ownership of P. Dicke. Under date April 15, 1920, by Decision No. 7432 in Application No. 5541, the operative rights were authorized transferred to the present owners, who have continued in effect the rates charged by the former operators. Through some misunderstanding and ignorance of the law and the Commission's regulations, these rates were not incorporated in a proper tariff publication and the instant application seeks authority to publish a tariff containing the rates now actually assessed, which rates are satisfactory to the patrons of the line, as evidenced by the petition referred to.

The automobiles and other property devoted to the service have a value of approximately \$20,000.00; it is necessary to use all of the vehicles during the peak season when the fruit and

farm tonnage is moving. In addition to its regular common carrier service between Santa Rosa and Healdsburg, applicant does "for hire" work for farmers and others whenever opportunity offers and this outside employment assists in maintaining the regular service which, it is claimed, could not otherwise be rendered. The freight truck makes regular schedules over the line during the winter months, regardless of the volume of the business and frequently runs without any tonnage, the loss for these months being recovered during the balance of the year. The items of operating expense appear reasonable; the owners, who also act as truck drivers, take out of the business \$130.00 per month each, this being equivalent to wages paid hired drivers.

In view of the fact that the tariff proposed will bring about practically no increases, we are of the opinion that the application should be granted.

O R D E R

IT IS HEREBY ORDERED that this application be and the same is hereby granted.

Dated at San Francisco, California, this 7<sup>th</sup> day of September, 1921.

Commissioners.