



A public hearing was held at Ventura April 8 and 9, 1941 before Examiner Howard. The application was submitted on the last-mentioned date with briefs to be filed subsequently. These have been received and considered, together with the evidence of record, and the matter is ready for decision.

The application and the evidence of record show that Pacific Motor Trucking Company, a subsidiary of Southern Pacific Company, seeks to provide a faster and more complete transportation service for less-carload shipments to and from the area under consideration by co-ordinating its facilities with the rail operations of Southern Pacific Company, and also to render a local truck service between the communities in the application territory which are situated adjacent to the Southern Pacific rail line. The present service to Ventura, Ojai, Saticoy, Santa Paula, Oxnard and the intermediate points is furnished by rail. The purpose of the proposed co-ordinated operation is to effect a saving of time in transit and to provide store-door pickup and delivery service at points on the rail line where it is not available now.

Applicant maintains a truck at Ventura with which it conducts local drayage operations, thereby affording pickup and delivery service on less-carload shipments transported by Southern Pacific Company which are moving under store-door rates. It is planned to station another truck at Ventura and to perform the proposed service with the two vehicles mentioned.

The proposal contemplates that merchandise originating at Los Angeles and points south thereof will move to Ventura by rail and be set out in a car early in the morning of the first day after the traffic is received in Los Angeles. The car will

contain all less-carload shipments destined to Ventura and points beyond, involved in this application, except those consigned to Oxnard. The present rail service to Oxnard is satisfactory and will be continued. Freight destined to Santa Paula, Limco, Saticoy, El Rio, Montalvo, Kimball, Lemon and Absco will be transported by one of the trucks stationed at Ventura which will leave at 5:45 A.M. and will arrive at Santa Paula at 6:15 A.M. At Santa Paula all less-carload shipments for that point will be unloaded at the Southern Pacific freight house. Pickup and delivery service will be furnished by the local contract drayman as at present, but the traffic will be available for distribution at an earlier hour. The truck will then proceed to Limco and Saticoy rendering pickup and delivery service at these points. Such service is not available now. The vehicle will then proceed to Oxnard and arrive about 8:00 A.M. At this point it will deliver the local traffic brought in by rail from Los Angeles and points beyond. When the store-door work has been completed the truck will proceed to El Rio, Montalvo, Kimball, Lemon and Absco and perform pickup and delivery service on less-carload shipments to or from those points. The truck will then return to Ventura, arriving about 10:00 A.M., where it will help the other truck perform store-door work at Ventura.

Freight originating at San Francisco and points north thereof will move to Santa Barbara on the San Francisco-Los Angeles overnight merchandise train and from there to Ventura on a local freight train which arrives about noon. Traffic on such train, destined to points on the Ojai branch and freight from Los Angeles consigned to Ojai points, will be loaded on one of the trucks stationed at Ventura which will leave at 1:00 P.M. and arrive at Ojai at 1:45 P.M. En route to Ojai the truck will perform store-door service on less-carload shipments destined to or originating

at rail points between Ventura and Ojai. The truck will deliver traffic line-hauled to Ojai which is moved under store-door less-carload rates. Upon completion of this operation the truck will pick up outbound less-carload shipments brought to Ojai station and take them to Ventura where it will arrive about 3:05 P.M. The other truck, after performing store-door delivery in Ventura, will take traffic from the Ventura freight shed and transport it to Oxnard, El Rio, Kimball, Montalvo, Lemon and Absco. Outbound shipments from Ventura will be carried on this truck also and will be unloaded at Oxnard freight station for transportation by rail to Los Angeles and points beyond.

Generally speaking, the co-ordinated rail-truck service proposed will result in a time saving on shipments from San Francisco and vicinity to the area in question of about four and one-half hours and a shortening of time in transit from Los Angeles and points south thereof to the territory involved in this application of about seventeen and one-half hours. More specifically, under the proposed service Ojai and Oxnard will receive shipments from San Francisco and Oakland the afternoon of the first day after they leave instead of the morning of the second day as is the case now. Shipments from San Francisco and Oakland will be distributed at Santa Paula and Saticoy the morning of the second day after they are received in San Francisco instead of the afternoon of the second day. Shipments from Los Angeles will arrive at Santa Paula and Saticoy the morning of the day after they leave, and at Ojai the afternoon of the day following departure from Los Angeles. Merchandise transported from Los Angeles by the present rail service is distributed in Santa Paula and Saticoy the afternoon of the first day after it is received in Los Angeles and shipments to Ojai arrive the second

morning after leaving Los Angeles, provided the local train on the Ojai branch is being run that day. Train service to Ojai fluctuates with the time of the year and the flow of the traffic. During the citrus season there is daily service. At other times the train runs only when sufficient tonnage has accumulated to make it necessary. Shipments outbound from Ventura will be transported on the 1:30 P.M. truck to Oxnard and there will connect with the rail and move to Los Angeles the same day. Now traffic from Ventura moves by local train to Santa Barbara at which point connections are not available with the expedited merchandise trains. It is estimated that a saving of time in transit of from one to two days will be effected by this last change.

The evidence of record shows that Southern Pacific Company has been transporting less-carload merchandise to and from the territory referred to in the application since 1887. The traffic transported by Southern Pacific Company in this area has gradually diminished. There has been a pronounced and substantial decline in the amount of tonnage handled during the past twelve years. This decrease in business applicant attributes, in part, to the inferior service rendered by all-rail facilities. The principal reason for seeking authority to inaugurate the proposed co-ordinated rail-truck operation is to provide an improved service which will retain the traffic now handled by Southern Pacific Company. The testimony shows that it will cost applicant or Southern Pacific Company approximately \$2,122 more per year to operate in the manner contemplated than it would to continue the present all-rail service. However, it is estimated that approximately \$20,000 a year is realized by Southern Pacific Company from the handling of less-carload traffic in the territory. It is the business represented by this

sum that applicant and Southern Pacific Company hope to retain by investing \$2,122 in the co-ordinated operation.

Numerous shipper witnesses testified for applicant. Each of them was desirous of having the contemplated operation inaugurated. They stated, in substance, that the proposed service would be of material benefit to them in the conduct of their businesses as it would enable them to obtain needed merchandise sooner and would afford them the advantage of store-door pickup and delivery service, which latter feature would save them time and expense.

The testimony of shipper witnesses, as to the need for the improved service, related only to movements of merchandise from points outside of the territory into such area, or to shipments from communities in the territory to places beyond such area. The evidence indicates that Pacific Freight Lines affords adequate truck service locally between the communities in question. No need for additional local truck service is shown.

Appearances were entered at the hearing by Pacific Freight Lines, Valley Express Co. and Asbury Transportation Co. as protestants. The latter took no part in the proceeding. Pacific Freight Lines now renders, and has for many years, a trucking service to and from all of the communities involved in this application. It also, in conjunction with Valley Express Co., affords service to the territory from more distant points, including San Francisco and Oakland. Many witnesses testified for Pacific Freight Lines. It appears from their testimony that the present volume of traffic moving by Pacific Freight Lines into the affected territory is only about forty per cent of

what it was in 1929. This decrease is attributed to the fact that wholesale grocers, meat packers and vegetable dealers haul their merchandise in their own trucks now, whereas formerly such traffic was transported by common carriers. It was stated also that the back-hauls of citrus fruit, which formerly moved by common carriers, have gravitated to highway contract carriers. The area is considered a very lean one from a traffic standpoint. Pacific Freight Lines, through its attorney, expressed the fear that if the proposed co-ordinated service were authorized, it would cause shippers to offer more merchandise to applicant for transportation. Should this apprehension materialize, the attorney stated, his company could not continue to operate profitably and would either be forced to seek authority to abandon portions of its service or to increase its rates.

While it is probable that some traffic which would have moved by Pacific Freight Lines will be diverted to applicant if the co-ordinated service is inaugurated, from the evidence of record it seems unlikely that the volume of such merchandise will be large. However that may be, shippers should not be denied the benefits resulting from an improvement of a carrier's service merely because as a result of such betterment another carrier may lose some business.

The facts presented here are substantially the same as those involved in the matter of the Application of Pacific Motor Trucking Company, 42 C.R.C. 745, and the findings and judgment of the Commission in that decision will be followed.

It is concluded that the record in this proceeding establishes the need for the proposed co-ordinated operation. Furthermore, it seems clear that applicant is the logical carrier to provide the connecting truck service.

Full consideration has been given to this matter and the Commission is of the opinion and finds that public convenience and necessity require that Pacific Motor Trucking Company be granted a certificate authorizing it to perform a highway common carrier service co-ordinated with the rail operations of Southern Pacific Company to and from the points referred to herein but restricted to traffic receiving either a prior or a subsequent haul by rail.

O R D E R

Based upon the evidence of record and the conclusions contained in the foregoing opinion,

IT IS ORDERED that a certificate of public convenience and necessity be and it is granted to Pacific Motor Trucking Company authorizing it to operate as a highway common carrier, as that term is defined in Section 2-3/4 of the Public Utilities Act, between Ventura, Ojai, Saticoy, Santa Paula, Oxnard and points intermediate to those named which are located on the rail lines



of Southern Pacific Company, and to perform store-door pickup and delivery service with line-haul equipment at such points, subject to the following conditions:

- a. Applicant's service shall be limited to the transportation of shipments which it receives from or delivers to the Southern Pacific Company or which it transports for express corporations, all of which shipments shall receive, in addition to the movement by applicant, a prior or subsequent movement by rail.
- b. Applicant may render store-door pickup and delivery service at the points hereinafter set forth, only within the pickup and delivery zones described for each respective point.

<u>Points</u>	<u>Pickup and delivery zone described</u>
Ventura	To be bounded on the south by the Pacific Ocean, on the west by the Buenaventura River northerly to and including Holt St., and thence easterly on Holt St., to the Foothills, thence southerly to the city limits, thence easterly on city limits to Block 3000, thence southerly to Telegraph Road, thence easterly on Telegraph Road to Dunning St., thence southerly on Dunning St. to the Pacific Ocean.
Chrisman	One mile radius SP Station
Wadstrom	" " "
Ortonville	" " "
Weldons	" " "
Canet	" " "
La Cross	" " "
Oak View	" " "
Tico	" " "
Matilija	" " "
Absco	" " "
Lemon	" " "
Montalvo	" " "
Saticoy	" " "
Limco	" " "
El Rio	" " "
Kimball	" " "
Ojai	Corporate City Limits
Santa Paula	" " "
Oxnard	" " "

- c. Pacific Motor Trucking Company, its successors or assigns, may never claim before this Commission, or any court or other public body, a value for the authority hereby granted in excess of the actual cost thereof.

IT IS FURTHER ORDERED that, in the operation of said highway common carrier service pursuant to the foregoing certificate, Pacific Motor Trucking Company shall comply with and observe the following service regulations:

1. File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the date hereof.
2. Subject to the authority of this Commission to change or modify such at any time by further order, conduct said highway common carrier service over and along the following routes:

Between Ventura and Ojai via U. S. Highway No. 399 and State Highway No. 150.

Between Ventura and Santa Paula via U. S. Highway No. 101 and State Highway No. 126.

Between Ventura and Oxnard via U. S. Highways Nos. 101 and 101-A.

Between Oxnard and Saticoy via U. S. Highway No. 101-A, Vineyard Avenue, State Highway No. 118, Well's Road and State Highway No. 126.

3. Comply with the rules of the Commission's General Order No. 80 and make effective within sixty (60) days from the effective date of this order and on not less than five (5) days' notice to the Commission and the public, tariffs satisfactory to the Commission which shall be identical with the rates and rules shown in the tariff or tariffs of the Southern Pacific Company currently on file with this Commission and in effect, in so far as they conform to the certificate herein granted.
4. Comply with Part IV of General Order No. 93-A by filing in triplicate and making effective within sixty (60) days from the effective date of this order and on not less than five (5) days' notice to the Commission and the public, time schedules satisfactory to the Commission.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 2nd day of December, 1941.

[Signature]  
[Signature]  
Justice J. C. [Signature]  
Francis L. [Signature]  
[Signature]  
COMMISSIONERS