

Decision No. 11618

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application of )  
 A. J. SCRIBNER, for certificate of )  
 public convenience and necessity to )  
 operate auto truck freight service )  
 between Los Angeles, Glendale, )  
 Montrose, La Canada, Flintridge, La )  
 Crescenta, Tejunga and Sunland and )  
 intermediate points. )

Application No. 8428.

Chas. H. Tribit, Jr., for applicant.

N. C. Folsom, for Richardson Transportation Company, protestant.

C. W. Cornell, for Pacific Electric Railway, protestant.

BY THE COMMISSION:

O P I N I O N

The above entitled application, heard before Examiner Eddy at Los Angeles, December 27, 1922, seeks a certificate of public convenience and necessity to operate an automobile truck freight service twice a week between Los Angeles and Sunland, a distance of about twenty miles, serving as intermediate points, Montrose, La Canada, Flintridge, La Crescenta and Tejunga. The applicant owns two trucks, a Republic of 2-1/2 tons capacity, and the other, a 1-1/2 ton Ford. For some time past he has been operating between Los Angeles and Sunland but on an hourly or contract basis. He testified that there is need and demand in that general territory, which is now experiencing a rapid growth, for some one to handle commodities such as plaster board, cement, plumbers' supplies and lumber. One lumber company, for whom he has been hauling, brings in three or four tons of material every week; a supply company at Tejunga is said to receive a carload of

cement every month or six weeks and during the building season, plumbers' supplies are used in considerable quantities. The territory in question is now served by the Richardson Transportation Company, the trucks of which leave Sunland daily at 7:00 A.M. and leave Los Angeles on the return trip at 1:00 P.M. There was considerable testimony to the effect that this schedule does not meet the requirements of those desiring to ship fruit from this section to the Los Angeles market. It is essential that the fruit be delivered at the market by 3:00 A.M. and Scribner has been doing considerable hauling of this character for fruit growers who either do not own trucks or who ship in lots so small as to make it unprofitable to haul their own produce to market. This seems to have been particularly true in the past with respect to the movement of grapes, the shipping season for which lasts for a month or more. Richardson testified that if there is a demand for a special service of this character, he is willing to put on during the grape shipping season a schedule to take care of it.

There was no testimony to indicate that in any other respect the service of Richardson was unsatisfactory and did not fully meet the requirements of the communities served by his line. As a matter of fact, two witnesses called by the applicant testified that the service now being performed for them by Richardson was adequate and entirely satisfactory. Richardson testified that during the past year and a half he has been able to handle all of the business offered him and has never been obliged to leave any freight behind; furthermore, he is in a position to put on any additional equipment that may be necessary to take care of the traffic requirements of the communities involved.

The record indicates that public convenience and necessity do not require the operation by the applicant of the proposed service and the application will, therefore, be denied.

O R D E R

A public hearing having been held in the above-entitled matter, evidence submitted and the Commission being fully advised,

IT IS HEREBY ORDERED that the above entitled application be and the same hereby is denied.

Dated at San Francisco, California, this 6<sup>th</sup> day  
February  
of January, 1923.

C. J. Seaver

Irving Martin

J. T. Blittney  
Commissioners.