

Decision No. 13572

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of R. J. WALSWORTH for certificate
of public convenience and necessity
to operate auto truck freight ser-
vice between Los Angeles and Sierra
Madre. }

} Application No. 9871

R. J. Walsworth, Applicant, in propria persona.
T. A. Woods for American Railway Express, Protestant.
G. Messecar for Pacific Electric Railway, Protestant.

BY THE COMMISSION:

O P I N I O N

R. J. Walsworth has made application to the Railroad Commission for a certificate of public convenience and necessity to operate auto truck freight service between Los Angeles and Sierra Madre.

A public hearing herein was conducted by Examiner Williams at Sierra Madre.

Applicant proposes to operate an automobile freight service between Sierra Madre and Los Angeles three days each week (Tuesday, Thursday and Saturday) and offers as equipment three trucks with an aggregate capacity of 4½ tons. Applicant proposes to enlarge this service and add additional equipment as business may require. Applicant proposes to transport no shipments except between terminals. The rates applicant proposes to charge are set out in his Exhibit "A" attached to the appli-

cation with a minimum charge of 50 cents on any single shipment. He also offers special commodity rates by the hour on household goods or other commodities in truck loads and a special rate of \$2.00 for each trunk to and from any station on either steam or electric lines.

Applicant produced as witnesses W. F. Jones, a dealer in merchandise, music and stationery, G. V. Morgridge, proprietor of the Sierra Madre News, Wilbur Hall, hardware and plumbing, Cecil Kellogg, packer of citrus and other fruits, Joseph Hartman, druggist, Joseph Blankenship, retail grocer and Frank L. Lovell, garage proprietor, as witnesses in his behalf. Their testimony in general was that a carrier located in Sierra Madre who could receive shipments for delivery to Los Angeles and who could receive orders for purchasers made in Los Angeles and transport them on return trip to Sierra Madre was a necessity because the only service which the city now has is that furnished by Pacific Electric freight and American Railway Express, neither of which, these witnesses testified, was adequate or satisfactory in point of time elapsed in comparison with a quick truck service with store delivery. These witnesses also testified that they had need, individually, for the service proposed by applicant and would patronize it, as applicant proposes a pick-up and delivery in Sierra Madre which other carriers do not provide and which would relieve consignees of drayage between the rail terminal and their places of business.

Protestant Pacific Electric Railway operates a freight service from Los Angeles leaving that city about 5 p.m. and reaching Sierra Madre the following morning. This freight service returns to Los Angeles that evening but its leaving is somewhat

irregular.

The American Railway Express operates daily service except Sunday leaving Los Angeles at 8 A.M. and reaching Sierra Madre at 9 o'clock. This service leaves Sierra Madre at 9:17 o'clock moving eastward to Glendora where shipments from Sierra Madre to Los Angeles are transferred for delivery in Los Angeles at midnight. By this method Sierra Madre has but the one express service daily with but seventeen minutes between the receipt of express from Los Angeles and the dispatch of express from Sierra Madre to Los Angeles. This protestant maintains a minimum charge of 33 cents but its class rates are more than double those offered by the applicant.

At the hearing applicant amended the route proposed in his application so as to better meet the traffic conditions in the wholesale district of Los Angeles.

The record satisfactorily shows that the present service to Sierra Madre is not adequate for the needs of the business portion of the city and that a service such as is offered by applicant is needed. Basing our finding on the record we hereby find as a fact that public convenience and necessity require the operation proposed by applicant.

O R D E R

R. J. Walsworth having made application to the Railroad Commission for a certificate of public convenience and necessity to operate automobile freight service between Sierra Madre and Los Angeles, a public hearing having been held, the matter being duly submitted and now being ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY
DECLARES that public convenience and necessity require the operation of automobile freight service between Sierra Madre and Los Angeles but no intermediate points over and along the following route:-

From 228 East Pico Street, Los Angeles via Pico, San Pedro, Aliso, Los Angeles, Macy and Mission Road to the Foothill Boulevard and thence directly to applicant's terminal in the City of Sierra Madre

and that a certificate of public convenience and necessity therefor be and the same hereby is granted subject to the following conditions;

- I. - That applicant, R. J. Walsworth, shall file within fifteen (15) days from date hereof, his written acceptance of the certificate herein granted, and shall file within thirty (30) days of the date hereof, duplicate tariff of rates and time schedules, in accordance with General Order No. 51 of the Railroad Commission, and shall begin service within sixty (60) days from date hereof.
- II. - That applicant, R. J. Walsworth, shall not sell, lease, assign or discontinue the service herein authorized, unless such sale, lease, assignment, or discontinuance shall have been authorized by the Railroad Commission.
- III. - That no vehicle shall be operated by applicant unless such vehicles are owned by said applicant, or are leased under an agreement satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 17th day
of May, 1924.

C. L. Seaver

Erving Martin
Egerton Shaw

Commissioners. 198