

Decision No. 14530

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the Matter of the Application of)
CHAUNCEY BLUFF for certificate of)
Public Convenience and Necessity to)
operate Auto Truck Service between)
Warehouses and Industrial Plants lo-)
cated on private property of Central)
Manufacturing District, Inc., on the)
one hand, and Los Angeles and Los)
Angeles Harbor S. S. Wharves on the)
other hand.)

ORIGINAL

APPLICATION NO. 10034

Chauncey Bluff, Applicant, in Propria Persona.
F. M. Hodge, for Hodge Transportation System,
Protestant.

Howard Robertson and M. E. McKinnon, for
Pioneer Truck Company,
California Truck Company,
Paul Kemp Truck Company,
Star Truck & Transfer Company,
Smith Bros. Truck Company,
Ashton Truck Company,
Belyea Truck Company, and
Citizens Truck Company,
Protestants.

LeRoy M. Edwards, for Central Manufacturing
District, Inc.,
Interested Party.

BY THE COMMISSION.

O P I N I O N

Chauncey Bluff has made application to the Railroad Commission for a certificate of public convenience and necessity to operate automobile freight service between the Central Manufacturing District, Inc., and Los Angeles and Los Angeles Harbor.

A public hearing herein was conducted by Examiner Williams at Los Angeles.

Applicant proposes a service that is to transport to and from an area of land in the county of Los Angeles just east of the easterly city limits of the city of Los Angeles, and comprising property owned and controlled by the Central Manufacturing District, Inc.

The movement proposed is between this district and zones within the city of Los Angeles proper, also the entire city of Vernon, and also, by separate route, delivery to the steamship wharves at Los Angeles Harbor at Wilmington and San Pedro, and reverse movement. No schedule is proposed, the service to be maintained in response to demand only.

The rates between the Central Manufacturing District, Inc., and Los Angeles and Vernon, as set forth in Exhibit "A", are based upon Monroe's Classification and a minimum of fifty pounds. A Special Commodity Classification is proposed between the Central Manufacturing District and Los Angeles Harbor, divided into four rate groups, with minima varying from \$1.25 to \$2.50.

Applicant offers in this service as equipment two 1-ton trucks, one 1½-ton truck and one 3-ton truck, and such additional equipment as may be necessary.

The Central Manufacturing District, Inc., is a development east of the Los Angeles river, comprising three hundred acres, which has been subdivided and equipped with railroad facilities for strictly industrial purposes. The area is so located that it will be easily connected for rail traffic purposes by means of the Los Angeles Junction Railway, a belt line, connecting directly with the Southern Pacific, Santa Fe, Union Pacific and Pacific Electric Systems. A large amount of money has already

been expended in developing the area, and a number of factories are already in operation and others are building. The plans for future development indicate that the area occupied by this district will be intensively devoted to all kinds of manufacturing and that the output will be extremely large.

Applicant testified that he had been hauling for a number of months to and from this district, including material used in the construction of buildings and streets, as well as manufactured articles. A considerable proportion of the out-bound movement has been to the city of Los Angeles. The principal consignors from this district have been the Westland Distributing & Storage Warehouse Company, the Pacific Golf Ball Company, the Western Soap & Chemical Company, and Knapp & Company, manufacturers. A great deal of the hauling heretofore done by applicant has been unloading cars in the vicinity of the district and transporting the contents to various points. Applicant testified that he has available for use seven trucks. James W. Pickens, superintendent of the Westland Distributing & Storage Warehouse Company, testified that applicant had transported approximately six tons daily to the city of Los Angeles, although practically nothing to the harbor. Mr. Pickens further testified that this warehouse has 230,000 square feet of storage space, of which from 30,000 to 50,000 square feet is unoccupied, and that the bulk of this storage moves to and from the city of Los Angeles, although full carloads of furniture have moved from the harbor to the district.

The application was opposed by Hodge Transportation System on the ground that the operation proposed herein is within

five miles of their operating routes, and that this carrier expected to establish dispatching service in the Central Manufacturing District. The Hodge terminal is approximately four miles from the Central Manufacturing District and its route to the harbor is an entirely different route from the one proposed by applicant herein. Other protestants introduced no testimony.

We do not believe the showing made by this protestant is effective as against the restricted service proposed by applicant herein, for it must be kept in mind that this applicant limits himself to an area of approximately three hundred acres in the district he seeks to serve, and all transportation service performed by him must begin or end in this area. It was the testimony of Mr. Pickens that a carrier whose equipment was located within this area and available for call at any time was the chief desire of the shippers and manufacturers of the district. In addition, Mr. Leroy M. Edwards, counsel for the Central Manufacturing District, appeared in behalf of this enterprise and urged the granting of the application.

We therefore find as a fact, upon the record herein, that public convenience and necessity require the auto truck service proposed by applicant herein, and that the application should be granted. This Commission is not in this proceeding passing on any of the asserted rights of Hodge Transportation System, protestant herein.

O R D E R

Chauncey Bluff having made application to the Railroad Commission for a certificate of public convenience and necessity

to operate an auto truck service between the Central Manufacturing District, Incorporated, and the City of Los Angeles and Los Angeles Harbor, a public hearing having been held, the matter having been 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 establishment of the operation proposed by applicant herein, over and along the following routes:

Via Downey Road and Vernon Avenue between said District and the City of Los Angeles.

Via Loma Vista Avenue to Slauson Avenue, thence west on Slauson Avenue to Harbor Boulevard, thence south on Harbor Boulevard to the steamship wharves at Wilmington and San Pedro in the City of Los Angeles;

and,

IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor be and the same is hereby granted, subject to the following conditions:

- I. Applicant shall file written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof; shall file time schedules and tariff of rates identical with those as set forth in Exhibit attached to the application herein within a period of not to exceed twenty (20) days from date hereof; and shall commence operation of the service herein authorized within a period of not to exceed thirty (30) days from date hereof.
- II. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission thereto has first been secured.
- III. No vehicle may be operated by applicant unless such vehicle is owned or is leased by him under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all other purposes the effective date of this order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 5th
day of February 1925.

H. H. Brandt
C. Leary

George D. Squires
Emmuel C. Edwards

COMMISSIONERS.