

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
CITY TRANSFER and STORAGE COMPANY,
a corporation, for certificate of
public convenience and necessity to
operate auto truck service between
Long Beach and all points within
radius of 150 miles thereof.

Application No. 9831

In the Matter of the Application of
EILIS BROWN and P. M. FOLKMSBEE,
partners in business, under the
name of Triangle Transfer and Storage
Company, for a certificate of public
convenience and necessity to oper-
ate an automobile truck service for
the transportation of household goods
between San Diego and Los Angeles and
intermediate points, via the Coast
Route.

Application No. 9915

In the Matter of the Application of
MILLO W. BEKINS, FLOID R. BEKINS,
REED J. BEKINS, and R. M. BEKINS
JOINT, partners in business under
the name of BEKINS FIREPROOF STOR-
AGE for a certificate of public con-
venience and necessity to operate
a motor truck service for the trans-
portation of household goods, be-
tween

Application No. 9993

- (1) Los Angeles to San Fernando via
Glendale,
- (2) Los Angeles to Pasadena,
- (3) Los Angeles to San Pedro and
Long Beach,
- (4) Los Angeles to Redondo, Hermosa
and Manhattan Beach,
- (5) Los Angeles to Venice, Ocean
Park and Santa Monica
- (6) Los Angeles to Banning,
- (7) Los Angeles to San Diego.

In the Matter of the Application of
MILLO W. BEKINS, E. M. BURGESSON,
P. L. ALLEN, JUDSON W. DAVIS, and
J. R. ZIMMERMAN, for a certificate
of public convenience and necessity
to operate an automobile truck ser-
vice for the transportation of house-
hold goods between Los Angeles and
San Diego and intermediate points.

Application No. 10,022

In the Matter of the Application of CALIFORNIA HIGHWAY EXPRESS, a corporation, for certificate of public convenience and necessity to extend its present motor freight service for the transportation of household goods, pianos, trunks, baggage and other personal effects, also office and store furniture, fixtures and equipment to include between San Francisco proper also Oakland proper and Los Angeles via the Coast Highway, also for a certificate of public convenience and necessity to re-define its present operative routes Fresno-Paso Robles south to Los Angeles, also for a certificate of public convenience and necessity to extend south from Los Angeles to the state's boundary its present motor freight service in operation Los Angeles and north.

Application No. 10,208

In the Matter of the Application of Security Van & Storage Company, Inc., for certificate of public convenience and necessity to operate truck load shipments between Santa Monica, Ocean Park, Venice and all points in territory included in Fresno and San Luis Obispo on the north; Barstow and San Jacinto on the east; and San Diego and North Island on the south.

Application No. 10,481

In the Matter of the Application of COAST TRUCK LINE for a certificate of public convenience and necessity to operate a freight auto truck service between San Diego and Los Angeles and intermediate points; San Diego and Riverside and intermediate points; and Escondido and Los Angeles and intermediate points.

Application No. 10,817

Richard T. Eddy, for Applicants, City Transfer & Storage Company and Bekins Fireproof Storage Company.
Wirt Francis, for Applicant, Triangle Transfer & Storage Company, and protesting all other applications.
Lowenthal, Collins & Lowenthal, by Victor Ford Collins, for Applicants, Milo W. Bekins, et al.
Warren E. Bibby & Harry N. Blair, for Applicant, California Highway Express.
William P. Mealey and W. E. Gibbons, for Applicant, Security Van & Storage Company.
H. J. Bischoff, for Applicant, Coast Truck Line and protesting all other applications.
T. A. Woods and Edward Stern, for American Railway Express, protesting all other applications.
L. V. Butterfield, for Applicant, Topoka & Santa Fe Railway Company, protestant in Applications No. 9915, 10,208, 10,481 and 10,817.

Harold W. Dill, for San Diego Truck Owners' Association, protestant in Applications No. 9831, 9915, 9995, 10,022, 10,208 and 10,481.

L. C. Zimmerman and F. W. Mielke, for Southern Pacific Company, protestant in Applications No. 9831, 9915, 10,208, 10,481 and 10,917.

Warren E. Libby, for Boulevard Express, Rex Transfer Company, Richwick Stages, Inc., protestant in Applications No. 9831, 9915 and 10,481.

A. F. Schwartz, for Redondo-Los Angeles Express, protestant in Application No. 9993.

H. E. Fleischer, for Los Angeles & Oxnard Daily Express, and Ojai and Ventura Express, protestants.

L. T. Fletcher, for Service Motor Express, protestant in all applications except No. 10,817.

Harry H. Blair, for Hodge Transportation System, protestant in Applications No. 10817 and 10,481.

George Clark, for Bakersfield & Los Angeles Fast Freight, Los Angeles and West Side Transportation Company, and Santa Barbara & Los Angeles Motor Express, protestants in Application No. 10,481.

SEAVEY, Commissioner -

O P I N I O N

In Application No. 9831, City Transfer & Storage Company desires a certificate authorizing it to transport within a radius of 150 miles of the City of Long Beach, in truck load lots, furniture, household goods, pianos, personal effects, etc. It is alleged that Long Beach has become an all-year-round resort and has had an extremely rapid growth, resulting in the movement of an immense number of people and their household goods, etc.

Brown and Follensbee, partners, operating as Triangle Transfer & Storage Company, in their amended application No. 9915, request the issuance of a certificate permitting them to transport commodities as in the foregoing application, also new furniture and show cases, between Los Angeles and San Diego and

intermediate points, including territory within a radius of 30 miles of the route proposed and terminal points. Applicants allege that they have been operating continuously since 1913 and have created a demand for their specialized service which no other carrier gives.

Milo W. Bekins, et al., in Application No. 9993, as amended, desire a certificate authorizing them to transport household goods, etc., office furniture and equipment over seven specified routes, one terminal in each instance being Los Angeles. In addition, territory 30 miles on either side of the proposed routes and 30 miles beyond terminals is included, together with all intermediate points. Permission is also desired to consolidate and join the operative rights heretofore received over the Coast and Valley routes, from and to the Cities of Sacramento, Santa Rosa, San Francisco, Oakland and contiguous cities, and Los Angeles with the rights herein sought. Authorization is also desired for the establishment of certain joint through rates. Applicant, in justification for the granting of the desired certificate, alleges that operations have been carried on continuously since 1895, being engaged in storage, warehousing, household moving service and shipping; and that a demand exists for the service rendered which, with the increased population and highway improvement, necessitates the continued operation as heretofore carried on.

In Application No. 10022, as amended, Milo W. Bekins, H.M. Burgeson, F. L. Allen, Judson W. Davis, and J. R. Zimmerman, co-partners, but acting for their respective firms with which they are identified, desire a certificate permitting the transporting of household goods, furniture, personal effects, etc., between Los Angeles and San Diego and intermediate points, together with territory 30 miles on either side of the route. It is alleged that the firms represented are conducting storage warehouses, receiving large shipments of household goods, etc., which can best

be transported by applicant co-partnership, as other truck and transportation companies, operating between Los Angeles and San Diego, are not equipped for and do not specialize in this class of movement, and that a great and growing necessity exists for this type of transportation.

California Highway Express, in its amended application No. 10208, desires a certificate permitting extensions of present operative rights on the Coast and Valley routes between Los Angeles as the Southern terminal, and San Francisco and Oakland as the northern terminal, and routes not previously operated between Bakersfield, San Luis Obispo and Paso Robles, and in addition practically all the territory south and east of Los Angeles to the state boundary, routes in all cases being specifically set forth. The territory 25 miles on either side of the routes proposed is included. A linking up, uniting or merging of all operative rights, together with the ones sought is requested though the rate structure as now in effect is not to be changed. Applicant alleges that its present operative rights are restricted to household goods, furniture, store and office equipment, trunks, personal effects, etc., for transportation between San Francisco and Los Angeles, and that a public demand exists for extension of operative rights to the territory proposed.

Application No. 10481, filed by Security Van & Storage Company, Inc., requests the issuance of a certificate authorizing it to handle truck load shipments between Los Angeles, Santa Monica, Ocean Park, Venice, Palms, Sawtelle and in all the territory bounded on the north by Fresno and San Luis Obispo, on the east by Bakersfield and San Jacinto, and on the south by San Diego and North Island. It is alleged that applicant has transported supplies, household goods and merchandise for certain construction companies, contractors and manufacturers

to all points named and that a demand exists for the continuation of the service rendered.

In Application No. 10817, Coast Truck Line, a corporation, petitions for a certificate authorizing it to extend its present operative rights for motor truck transportation of household furniture to include an area of 10 miles radius from terminal at San Diego, 25 miles radius from terminal at Los Angeles and Riverside, and 5 miles radius from terminal at Escondido. In addition, territory within 25 miles on either side of the highway traversed is desired. To justify the granting of this certificate applicant alleges that it is now operating trucks on regular schedules between the points noted and frequently has requests for transportation of household furniture and that this service can be rendered at minimum cost in connection with its regular service.

Attached to all these applications are proposed rules, regulations, tariffs, schedules, lists of present and available equipment, etc.

Public hearings were held in the above applications at Los Angeles, at which time they were consolidated for the purpose of receiving evidence, were duly submitted following the filing of briefs, and are now ready for decision.

City Transfer & Storage Company is engaged in a general local transfer and trucking business and in the storage of household goods and commercial warehousing in Long Beach, and also as authorized carriers of freight between Long Beach and Los Angeles and between Long Beach, Wilmington and San Pedro. The Long Beach and Los Angeles operative right was obtained due to operations prior to May 1, 1917, in conformity with the Auto Stage and Truck Transportation Act.

This company was originally organized as a co-partnership in 1903, and on March 7, 1920, was incorporated as at present constituted. Testimony presented showed that the assets of

applicant were \$337,000., the major items of which were terminal properties at Long Beach and leases in Los Angeles, garage, shop, and 52 pieces of equipment, 21 of which are devoted to the handling of household goods.

Applicant makes six daily trips between Long Beach and Los Angeles for the general movement of freight. Long distance hauling, including movement of household goods, has been engaged in since 1908. Uncrated household goods are not mixed with general merchandise but are handled by the special equipment.

In this proceeding, applicant seeks to continue movement of household goods as carried on in the past from Long Beach to all points within a 150-mile radius, in truck load lots of two different sized units, direct from Long Beach to destination, or from other points when destined to Long Beach. This is for movement from warehouse to warehouse, house to warehouse, or house to house. No intermediate business is to be done, Long Beach in all cases being either the point of origin or destination. No schedules are to be maintained, the offered service being on demand of users who desire to load a truck at a time convenient to them and have same carried through to destination, thus avoiding rehandling with possible damage to the goods.

In justification of the need and demand for this class of service, an exhibit was filed showing the number of loads handled in the years 1908 to 1924, inclusive, with the exception of three years. Testimony was also given as to movements to certain cities and in comparing the two it is apparent that discrepancies occur and too much value may not be attached to either. It is evident, however, that the transportation of uncrated household goods and furniture as heretofore carried on did meet a need and demand of the public and should be continued.

Ellis Brown and P. M. Tollensbee, partners, operating under the fictitious name of Triangle Transfer and Storage Company, own a two story warehouse at San Diego and do a local business and

also hauling to Los Angeles. Their assets are \$62,024 less a mortgage of \$19,522. The firm has operated in San Diego since 1913 and initial trips to Los Angeles were started in 1916. The first out of town hauling of household goods, new and old, office furniture, personal effects, etc., was business due to solicitation.

In 1924 new furniture was hauled in greater volume than in previous years, 60% of the entire tonnage being new furniture. This business was not solicited.

The tonnage transported and trips made were as follows:

<u>YEAR</u>	<u>TONNAGE</u>	<u>NUMBER OF TRIPS</u>
1916	55.5 tons	21 round trips San Diego-Los Angeles
1917	233.7 "	99 " " " " " "
1918	52.9 "	17 " " " " " "
1919	107.9 "	32 " " " " " "
1920	102.1 "	31 " " " " " "
1922	74. "	35 " " " " " "
1923	171.9 "	45 " " " " " "
1924	551.6 "2	95 " " " " " "

Note: Only ten to twenty per cent of the above tonnage was crated.

Applicant to take care of this business acquired furniture pads, dollies, light low trucks, and some enclosed equipment specially designed for the movement of this class of goods and such facilities in conjunction with employees trained in furniture handling, enabled them to render a careful and dependable service.

The assumption that the service rendered by applicant was satisfactory cannot be questioned as the record shows that to obtain and retain this business they were in competition with other carriers. Three manufacturing firms shipped office, store and house equipment, and furniture to Los Angeles via applicant's trucks. One firm shipped uncrated show cases. These firms preferred applicant's service and members of the firms so testified.

Milo W. Bekins, Floyd R. Bekins, Reed J. Bekins and R.M. Bekins Eds, partners in business under the name of Bekins Fireproof Storage, petitioners in Application No.9993, have been engaged in the business of storing, shipping, packing and moving of household goods and furniture for the past thirty years. Long distance transportation by truck was inaugurated about 1910. Warehouses are maintained at San Francisco, Oakland, Fresno and Los Angeles. During the past year about 700 cars of household goods were received by applicant at Los Angeles, 25% of which were hauled direct from the cars to final destination. Testimony and an exhibit show a demand for the movement of household goods from and to Los Angeles. Applicants have advertised their service extensively and their financial standing, equipment and facilities appear ample to continue these operations and add thereto as required. A more detailed account of the assets, equipment and finances of Bekins Fireproof Storage may be had by reference to this Commission's Decisions No.12930 and 13775 (decided January 3rd and July 3rd, 1924, respectively), wherein this applicant was granted certificates for movement of the same commodities as authority is herein applied for.

By the consolidation of the operative rights obtained in accordance with the foregoing decisions of this Commission with the rights now sought and the publication of through rates, the cost of one unloading and loading would be obviated at a distinct saving to the shipper and in addition would be more satisfactory, due to less handling of the goods and possible consequent damage.

Milo W. Bekins, H. M. Burgeson, T. L. Allen, Judson W. Davis and J. R. Zimmerman, co-partners, but acting for Bekins Fireproof Storage, Wilshire Fireproof Storage Company, California Fireproof Storage Company, Lyon Fireproof Storage Company and City Transfer & Storage Company, respectively, desire to engage in the transportation of household goods from Los Angeles to San Diego and intermediate points as set out in Application No.10022.

These different companies are now engaged in storage, transportation and moving of household goods.

Should this application be granted, it is proposed to form a \$100,000 corporation, to be known as Southern Van Lines, and engage in transportation of household goods on regular schedules with additional service as required. Offices would be established at both of the proposed terminals. Application would also be filed with this Commission to transfer the certificate held by the co-partners to the new company.

The testimony offered in Application No. 9993, was by stipulation, insofar as applicable, to be considered as given for Application No. 10022. In Application No. 9993, the exhibit filed, showed 4 trips from Los Angeles and vicinity to San Diego for October, November and December, 1924. The record shows that about 13,200 pounds were moved and without any difficulty. It would appear that present applicants have a desire to engage in a business that may be more of a convenience to themselves than to the public, in the hope that a business may be thereby developed, rather than to meet a present necessity. Applicants herein have made no showing in this proceeding that public convenience and necessity exists for the proposed service to an extent that would justify the issuance of a certificate.

California Highway Express, petitioner in Application No. 10003, is now operating a motor freight service over routes heretofore authorized by this Commission. In Decision No. 10063, decided February 8, 1922, this Commission granted a certificate to California Highway Express over the San Joaquin Valley Route,

" *** for the transportation of household and office furniture and equipment, baggage and personal effects and household goods (including pianos) between Los Angeles and San Francisco and the following intermediate points:

Manteca, Modesto, Turlock, Livingston, Atwater, Merced, Athlone, Chowchilla, Madera, Mernden, Fresno, Fowler, Selma, Kingsburg, Traver, Coshen Junction, Tulare, Tipton, Pixley, Delano, McFarland, Lamona, Bakersfield, Lemoore, Sanguz, Newhall, San Fernando, Tracy, Livermore, Hayward and Oakland;

"also all territory within twenty five miles of the main highway passing through the above mentioned communities excepting, however, that authority is not hereby granted for the handling of business locally as between communities situated in the territory between San Francisco and Manteca or between Los Angeles and Bakersfield, provided further-- and stipulated-- no shipments will be handled between Los Angeles and Fresno and points intermediate thereto excepting that such shipments consist of used household furniture (which shall include pianos and musical instruments) which are shipped from owner to owner, are not intended for sale or trade, and when such shipments are not crated, boxed or wrapped. Origin and destination of stipulated shipments to be at residences only or to or from residences with the point of origin or destination as a warehouse or storage point in which shipments have been or are to be stored."

In Decision No. 11291, decided November 29, 1922, California Highway Express was granted a certificate authorizing the transportation of commodities as in Decision No. 10,063 set out, over the Coast Route between Los Angeles and San Francisco, together with the territory included within five miles on either side of the main highway with the following exceptions and limitations: No through service between Los Angeles and San Francisco; no rendering of service from Los Angeles to Santa Barbara and intermediate points including Santa Barbara; no local service between San Miguel and Orcutt and intermediate and adjacent territory, and no local service between San Francisco and San Jose and intermediate and adjacent territory including San Jose.

In the present application removal of the restriction excluding through service to San Francisco via the Coast Route is asked and the inclusion of Oakland in the proposed through service. Further additions to its present operative right is asked by routes, with 25 mile territory inclusion on either side of highway traveled, as follows:

(1) Los Angeles to Bakersfield, (2) Bakersfield to Fresno, via Tipton, (3) Bakersfield to Fresno, via Porterville, (4) Los Angeles to Ventura, via Calabasas, (5) Los Angeles to Ventura, via Santa Susana, (6) Los Angeles to Ventura, via

Santa Paula, (7) Ventura to Las Cruces, (8) Las Cruces to Santa Maria, via Los Alamos, (9) Las Cruces to Santa Maria, via Lompoc and (10) Santa Maria to Paso Robles.

A certificate is also desired authorizing the transportation of household goods, etc., over routes (11) Bakersfield to San Luis Obispo, (12) Paso Robles to Bakersfield, via Lost Hills, (13) Paso Robles to Visalia, via Cholame and 57 routes (Route 14 to 69, inc.) in Los Angeles and vicinity, which in general extend to the state boundary on the south and east. All these routes include 25 miles on each side of the proposed routing.

It is further desired to unite all present operative rights with the ones herein sought, but the present rate structure is to continue in full force and effect.

Supporting this application Mr. Chester A. Nelson, President of the Company, testified as to the demand for the extension of service to and from the points as appearing in the application.

Through service on the Coast Route from Los Angeles to San Francisco would be an aid to the applicant in the loading and dispatching of its trucks and also place it on a parity with Bohins Fireproof Storage who now have a through operative right, Los Angeles to San Francisco over the Coast route. This firm favored the request of applicant for through service.

No evidence was presented that would justify changes in the order granting certificates to this company over the Valley and Coast routes as set out in the decisions previously quoted with respect to Fresno, Bakersfield and Los Angeles demands or San Miguel, Orcutt, Santa Barbara and Los Angeles. It is to be noted that a portion of the order in Decision No. 10063 was the result of a stipulation entered into by applicant at the hearing and no public necessity appears to warrant its abrogation.

Requests for service have been made for movement from Bakersfield to San Luis Obispo and Paso Robles to Visalia via

two routes. These requests are in greatest volume during the summer months when people are moving to the coast. To move goods at present between these points applicant must transport them to the southern terminal and thence along the coast route to destination. This method places an undue burden of cost on the shipper with the result that generally unauthorized carriers get the business going direct from its point of origin to destination.

On direct examination as to the demand for service along the different routes set out in the application the answers were "practically daily," "about one a week", "not so frequent", "have had calls", "a number of calls", or "one or two a year",

Mr. Nelson stated that a number of warehousemen were stockholders in his company and that they desired to extend operative rights so that shipments could be made direct. Two stores in San Francisco occasionally shipped to Los Angeles and vicinity and they desired that their shipments be carried through to destination without change.

After careful consideration of the testimony, I am not convinced that applicant is sufficiently informed as to the needs and demands for service, as proposed in the southern part of the state. Mr. Nelson testified it would take 25 to 50 pieces of equipment, in addition to the seven now owned, to serve the extended area asked for, but details as to the financing were not furnished and it might appear that some portions of the application have a speculative aspect.

Security Van & Storage Company, petitioners in Application No. 10481, have been engaged for a number of years in the hauling, moving and storage business. The company was incorporated March 11, 1924. Mr. M. W. Zerbóni, Vice President and General Manager of the corporation, who has been engaged in this business practically all his life in and in the vicinity of the Santa Monica Bay District, which includes the cities of Santa Monica,

Ocean Park and Venice, testified that the company has been doing long distance hauling for some time in truck load lots. Equipment consists of two 3 ton, and one 1 ton truck. Additional units have been rented as required.

Machinery, seed, lumber and supplies have been hauled to the Malibu ranch, owned by Marblehead Land and Water Company, about 25 miles north and along the coast from Santa Monica. When a brick plant that is now being constructed is in operation, his company hopes to get the contract for the hauling of the brick to market. Many of the shipments for this company originate at Los Angeles and as the nearest available rail point is Santa Monica, 25 miles from destination, truck shipment is the most convenient and economical.

Applicant has also hauled aeroplanes and accessories for the Douglas Plane Company of Santa Monica, to San Diego, North Island and San Pedro. These shipments, which are sometimes uncrated, require careful handling and from concurring testimony of consignor, the service is desired and in the past has been satisfactory. Consignor testified that difficulty had been experienced in obtaining freight cars from the rail carriers for the short hauls including San Diego, but no complaint was made or difficulty experienced where cars were required for the longer hauls. These shipments are bulky and special motor truck equipment is used in its handling. In the last two years 51 loads of this character have been hauled. Occasional loads are delivered to San Pedro for water shipment. It appears that this business will continue to need motor truck transportation.

In a seven months period ending February 4, 1924, applicant reports 82 truck loads hauled, of which 45 loads consisted of furniture, household goods, personal effects, etc., 25 loads of lumber, brick, tile, pipe and 12 loads of miscellaneous items. All but twelve of these loads had their origin or destination in the Santa Monica Bay District and of the twelve, five were from

or to Los Angeles. Fifty percent of the household goods movement had their origin or destination in the Santa Monica Bay District, the other terminal being within a 25 miles zone of Los Angeles. Loads were shown to have been handled between Santa Monica Bay District and San Diego, Riverside, San Bernardino, Bakersfield and Santa Barbara. Miscellaneous shipments included movement of a street and concrete contractor's outfit from job to job as required.

Applicant does not protest the granting of certificates to other carriers, but does desire to continue in operation as it has done in the past. No regular schedules are contemplated, the service being on a call or demand basis.

Coast Truck Line, petitioner in Application No. 10817, has been operating a motor truck freight service from San Diego to Los Angeles, and intermediate points between San Diego and Oceanside, Escondido to Los Angeles and intermediate points between Escondido and Oceanside, and San Diego to Riverside and intermediate points except that no local service between Hemecula and Elsinore is given.

Daily service is now rendered between Escondido and Los Angeles. Seven trucks are operated each way daily between San Diego and Los Angeles. The route from San Diego to Riverside receives service every other day. Of all tonnage transported 70% is southbound and 30% northbound. Applicant appears to have at hand and available sufficient equipment to take care of its business and recently has acquired vans, pads and other equipment to more efficiently handle household goods. As stated in the application, the pick up and delivery zones in the terminal cities were desired increased together with 25 miles on either side of the highway, also to permit the service to the intermediate points between Oceanside and Los Angeles.

In support of the application there were cited movements of furniture for a couple of firms which appeared to have been given satisfactorily. It was admitted, however, that very few requests for service have been made from Los Angeles to intermediate points between Oceanside and Los Angeles and none from San Diego. Calls

have been made for service from or to the 25 mile zone at Los Angeles and Riverside.

Applicant has had certificate authority to transport household goods, in addition to general freight, for some time. Subsequent to the purchase of vans it appears that more inquiries have been received for the movement of household goods than previously, though there is no showing that the operative rights heretofore obtained as pertaining to service from and to intermediate points need modification, but service to an increased area or zone at the terminals together with lateral extensions along routes will more adequately meet the public need as to movement of these commodities.

The transportation of furniture, household goods and personal effects is somewhat different than the handling of general freight in that the former items are of a more personal nature and even sentimental consideration and usually when transported are at the times convenient or desirable to the shipper. Fixed time schedules are not in all cases advantageous for this class of movement. Motor truck shipment reduces the number of handlings with a consequent lessening of damage to the goods and as crating is not necessary, savings thereby accrue to the shipper.

Protestant rail carrier does not accept uncrated household goods for transportation and American Railway Express Company does not protest applications herein insofar as they relate to the movement of furniture and household goods. For a shipper to avail himself of rail transportation for these commodities the expense and inconvenience of crating, uncrating and a haul at each end must be incurred in addition to the freight charges. This method of transportation is not as expeditious as by motor truck. The latter form of service is desired by many as the shipper is thereby relieved of much of the inconvenience of moving.

It is apparent that transportation of uncrated furniture and household goods is a specialized business and some of the protestants, while their certificates have permitted them to

handle these commodities, have made no appreciable efforts to obtain such business. Further discussion of the protests made is not deemed necessary as all matters herein presented have been duly considered.

In Decision No.12980, decided January 5, 1924, this Commission stated its interpretation of the irregular or on call operation of the household goods and furniture movements by Bohins Fireproof Storage, then under consideration in Application 9181.

The Commission was of the opinion that though previously these operations had been so irregular as not to come within the jurisdiction of the Commission, that they then had developed to such an extent that the Commission was justified in assuming jurisdiction and hence a certificate of public convenience and necessity was issued upon the showing made.

In the present proceedings City Transfer and Storage Company, Ellis Brown and F.M.Follensbee (Triangle Transfer & Storage Company), Bohins Fireproof Storage, and Security Van and Storage Company were shown to have been engaged in the transportation of furniture, household goods and personal effects for a number of years past, and previous to May 1, 1917, the effective date of the Auto Stage and Truck Transportation Act. It appears that these applicants took steps from time to time to comply with the law and had called upon or communicated with the Commission with such end in view. After the issuance of Decision No.12980, when they were advised that their operations came within the jurisdiction of the Commission, applications were filed requesting the issuance of certificates of public convenience and necessity so that operations might be continued in a lawful manner.

The Commission has from time to time expressed its views concerning illegal operation of motor carriers and if I were of the opinion that these applicants had so operated, I would recommend that their respective applications be denied forthwith. On

the contrary it appears that these operations have been carried on in good faith and in an effort to comply with and conform to the constituted laws and regulations.

The tariffs proposed by the applicants are, in general, founded on past practices and costs of operation and in certain respects are not in entire accord. It is not to be expected that they would be as the service rendered in each instance is not fully comparable. Applicants to whom certificates will be issued will be directed to file tariffs, rules and regulations as attached to their applications with such corrections and amendments as the record shows.

After full and careful consideration of all the testimony and exhibits as presented in these proceedings, I am of the opinion, and hereby find as a fact, that the public convenience and necessity requires the granting and denial of such certificates as are hereinafter set forth in the accompanying order, and not otherwise.

I submit the following form of order:

O R D E R

Public hearings having been held on the foregoing entitled proceedings, briefs having been filed, the matters having been duly submitted, and the Commission being now fully advised, and basing its order on the statements and findings of fact as set forth in the opinion which precedes this order,

THE RAILROAD COMMISSION hereby declares that public convenience and necessity do not require the operation by Milo W. Bekins, E. M. Burgeson, T. L. Allen, Jason W. Davis and J. R. Zimmerman of an automotive truck line for the transportation of household goods between Los Angeles and San Diego and intermediate points; and

IT IS HEREBY ORDERED that Application No. 10,022 be and the same hereby is denied.

THE RAILROAD COMMISSION HEREBY FURTHER DECLARES that public convenience and necessity require the operation by City Transfer & Storage Company, a corporation, of an automotive truck line as a common carrier of new and second hand: office furniture and equipment, house furniture, household goods, pianos, musical instruments, trunks and personal effects (as a part and in connection with household goods), all crated and uncrated, in truckload lots, over four routes, and all intermediate points in each route, as herein set out:

- 1- Long Beach to Santa Barbara, via Ventura.
- 2- Long Beach to Bakersfield, via Lebec.
- 3- Long Beach to San Bernardino, and Mecca via El Monte or Santa Ana Canyon.
- 4- Long Beach to San Diego via Santa Ana,

and including a distance of 25 miles, on either side of the highway on routes 1 to 4, inclusive; provided that all movements shall be from residence to residence, residence to warehouse or warehouse to warehouse, and that each movement must, in every instance have its origin or destination in Long Beach as one terminal.

THE RAILROAD COMMISSION HEREBY FURTHER DECLARES that public convenience and necessity require the operation by Ellis Brown and E. M. Follensbee, doing business under the fictitious name of Triangle Transfer and Storage Company, of an automotive truck line as a common carrier of new and second hand, crated or uncrated, office, store and house furniture, showcases, household goods, pianos, musical instruments, trunks, baggage and personal effects (as a part and in connection with household goods), between San Diego and Los Angeles via the Coast Route and to or from intermediate points to, from or to either San Diego or Los Angeles, and for a distance of 30 miles on either side of the highway comprising such route.

THE RAILROAD COMMISSION HEREBY FURTHER DECLARES that public convenience and necessity require the operation by Milo W. Bekins, Floyd R. Bekins, Reed C. Bekins and R. M. Bekins Holt, partners in business, under the fictitious name of Bekins Fireproof Storage, of an automotive truck line as a common carrier of office furniture and equipment, house furniture, household goods, pianos, musical instruments and trunks and personal effects (as a part and in connection with household goods and excluding sample cases, commercial trunks or baggage); over the following routes and all intermediate points on each route and including a distance of 30 miles on either side of the highway comprising the main route and 30 miles beyond terminal points, as follows:

- 1- Los Angeles to San Fernando via Glendale,
- 2- Los Angeles to Pasadena,
- 3- Los Angeles to San Pedro and Long Beach,
- 4- Los Angeles to Redondo, Hermosa and Manhattan Beach,
- 5- Los Angeles to Venice, Ocean Park and Santa Monica,
- 6- Los Angeles to Banning,
- 7- Los Angeles to San Diego,

provided that the commodities herein authorized transported are not intended for resale; also that public convenience and necessity requires that the operative rights previously granted in Decision Nos. 12980 and 13775 (Vols. 24 and 25, Opinions and Orders of the Railroad Commission of California), be joined and consolidated with the operative rights herein granted, permitting through service from point to point over the regular routes as defined, and that through rates be filed covering said service.

THE RAILROAD COMMISSION HEREBY FURTHER DECLARES that public convenience and necessity require the operation by California Highway Express, a corporation, of an automotive truck line as a common carrier of household, office and store furniture, fixtures and equipment, household goods, pianos,

trunks, baggage and personal effects between Bakersfield and San Luis Obispo and intermediate points; between Paso Robles and Bakersfield, via Lost Hills and intermediate points; between Paso Robles and Visalia, via Cholame, and intermediate points; and for a distance of 25 miles on either side of the main highway on the routes as hereinabove stated; also that public convenience and necessity require that Decision No. 11291 (Vol. 22, Opinions and Orders of the Railroad Commission of California) be modified so as to permit California Highway Express to render through service between Los Angeles and San Francisco and for a distance of 25 miles on each side of the highway comprising the Coast Route from Los Angeles to San Francisco, over such portions of route as service is permitted in said Decision No. 11291; also that public convenience and necessity require the joining and consolidating of the operative rights over the Coast Route, as granted in Decision No. 11291 and the present modification, with the operative rights herein granted between Bakersfield and San Luis Obispo, between Paso Robles and Bakersfield via Lost Hills, between Paso Robles and Visalia, via Cholame, and the operative rights on the Valley Route as contained in Decision No. 10063 with the operative rights herein granted between Bakersfield and San Luis Obispo, between Paso Robles and Bakersfield via Lost Hills, and between Paso Robles and Visalia, via Cholame.

THE RAILROAD COMMISSION HEREBY FURTHER DECLARES that public convenience and necessity require the operation by Security Van & Storage Co., Inc., of an automotive truck line as a common carrier of used office furniture and equipment; used household furniture and household goods, used pianos, trunks and personal effects (as a part of and in connection with household goods) aeroplanes and aeroplane parts, lumber, lime, cement, concrete forms, street, road and sidewalk contractors' equipment, tools and supplies, and ranch supplies to Mailer ranch, in truckload lots, over the public roads and highways from or to Santa Monica

Bay District (which includes the cities of Santa Monica, Sawtelle, Ocean Park and Venice) to all points within 125 miles of said Bay District, provided that service on the south shall include San Diego and North Island and not beyond, and north on the Coast and Valley Routes shall include Santa Barbara and Bakersfield, respectively, and not beyond; and that each movement shall have its origin or destination in Santa Monica Bay District, except that origin of supplies for Malibu Ranch is not confined to said Santa Monica Bay District.

THE RAILROAD COMMISSION HEREBY FURTHER DECLARES that public convenience and necessity require that the operative rights insofar as same relate to transportation of household goods and furniture heretofore granted Coast Truck Line be extended at the San Diego terminal to include a zone of ten (10) miles radius from 6th and K Streets, San Diego; at Escondido terminal to include a zone of five (5) miles radius from the terminal depot; at Riverside terminal to include a zone of twenty five (25) miles radius from the terminal depot; at Los Angeles to include a zone of twenty five (25) miles radius from the terminal at 780 Crocker Street; together with an area of twenty five (25) miles distant on either side of the highway on the routes heretofore granted; provided, however, that no movements shall occur from point to point within a terminal zone where same has not heretofore been authorized.

IT IS HEREBY ORDERED that certificates of public convenience and necessity be and the same hereby are granted, in conformity to the foregoing declarations and not otherwise, to City Transfer and Storage Company; Ellis Brown and P.M. Follensbee, (Triangle Transfer and Storage Company); Milo W. Bekins, Floyd R. Bekins, Reed J. Bekins, and R.M. Bekins Holt (Bekins Fireproof Storage); California Highway Express, a corporation; Security Van and Storage Co., Inc.; and Coast Truck Line; subject to the following conditions:

- 1- Applicants shall file their written acceptances of the certificates herein granted within a period not to exceed ten (10) days from the date hereof; shall file, in duplicate, tariffs of rates, time schedules, rules and regulations within a period of not to exceed twenty (20) days from date hereof, such tariffs of rates, time schedules, rules and regulations to be identical with those attached to the applications or as amended, together with revisions as agreed upon at the hearings; and shall commence operation of service on or before thirty (30) days from date hereof.
- 2- The rights and privileges herein authorized may not be sold, leased, transferred, assigned, nor service thereunder discontinued unless the written consent of the Railroad Commission to such sale, lease, transfer, assignment or discontinuance of service has first been secured.
- 3- No vehicle may be operated by applicants herein under the authority hereby conferred, unless such vehicle is owned by said applicants or is leased by them under a contract or agreement on a basis satisfactory to the Railroad Commission.
- 4- For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 22^d day of June, 1925.

H. V. Brandt

C. C. Seaver

George D. Squires

Frank J. Scott
COMMISSIONERS.