

ORIGINAL

Decision No. 18150

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 ASBURY TRUCK COMPANY, a corporation,)
 for certificate of public convenience) Application No. 10148 +
 and necessity to operate freight ser-)
 vice between all points in the State)
 of California.)

In the Matter of the Application of)
 J. A. CLARK DRAYING COMPANY, a)
 fictitious name, for certificate of) Application No. 10307 +
 public convenience and necessity to)
 operate truck transportation service)
 between Los Angeles, Wilmington and)
 San Pedro.)

In the Matter of the Application of)
 SPACEY'S TRANSFER AND STORAGE COMPANY)
 for a certificate of public convenience) Application No. 10683 +
 and necessity to operate freight ser-)
 vice between Cabazon, Los Angeles,)
 Los Angeles Harbor, El Segundo and)
 intermediate points.)

In the Matter of the Application of)
 WILMINGTON TRANSFER & STORAGE CO., Inc.,)
 for a certificate of public conven-)
 ience and necessity to operate freight) Application No. 10858 +
 truck transportation between Los)
 Angeles Harbor District, viz:)
 Wilmington, San Pedro, E. San Pedro and)
 Terminal Island, on the one hand, and)
 Los Angeles proper and various other)
 points as designated in Routes No. 1)
 to 6 of Exhibit A, attached thereto)
 and made a part of this application)
 on the other hand.)

In the Matter of the Application of)
 DEE B. HAWKINS, an individual, for)
 certificate of public convenience) Application No. 10859 +
 and necessity to operate capacity load)
 motor freight service between San Luis)
 Obispo, Fresno and El Centro, and)
 points intermediate thereto, also)
 points reached by tnp lines, and Los)
 Angeles, Moneta and Wilmington,)
 California.)

Hibbard & Kleindienst, by Louis Kleindienst, and Richard T. Eddy, for applicant in Application No.10148, Joseph P. O'Malley, for applicant in Application No.10307, Wing & Whitlock by Thomas C. Whitlock, for applicant in Application No.10683, Harry E. Carter, for applicant in Application No.10858, Hardy, Elliott & Aberle by Fred Aberle, Jr., for Applicant in Application No.10859, Richard T. Eddy, for A. J. Happe Transfer Co., protestant in Application No.10683, F. B. Dorsey, for San Diego and Arizona Railway Company, protestant in Application No.10148, H. J. Bischoff, for Coast Truck Line, protestant in Application No.10148, T. A. Woods, for American Railway Express Co., protestants in Applications Nos.10148, 10683 and 10859, Harry W. Blair, for Hodge Transportation System, protestant in all applications; for G. C. Scribner and E. Frasher Truck Line, protestant in Applications Nos.10148 and 10859, F.M.Hodge, for San Joaquin Valley Transportation Co., and Imperial Valley & Los Angeles Express, protestants in Applications Nos.10148, 10858 and 10859; and for Imperial Valley & Los Angeles Express, protestant in Application No.10683. K. B. Holeman, for Santa Maria Railroad, protestant in Application No.10859; and for American Short Line Railroad Association, protestant in Application No.10148, Frank Karr, C. W. Cornell and R. E. Wedekind for Southern Pacific Company and Pacific Electric Railway Company, protestants in all applications; and for Visalia Electric Railroad, protestant in Applications Nos.10148 and 10859, Phil Jacobson, for Bakersfield and Los Angeles Fast Freight, Bekins Van Line, Benedict-Moorman, Boulevard Express, Burbank Transfer, California Highway Express, Chino Express & Transfer, City Transfer & Storage, Compton Truck Line, Gardena & L. A. Express, Glendale & L.A. Express, Harbor Trucking Company, Monrovia & L.A. Express, Huntington Park & L.A. Transfer, Imperial Valley Transportation Company, Joe & Ed's Express, Keystone Express, L. A. & Downey Express, L. A. & Oxnard Express, L. A. & San Pedro Transportation Company, Ojai-Ventura Transportation Company, Pacific Motor Express, Rex Transfer, Rice Transportation Company, Richards Trucking & Warehouse Company, San Bernardino Transportation Company, San Fernando Haulage Company, San Joaquin Valley Transportation Company, Service Motor Express, S. & M. Transfer, Olson Transportation Company, Triangle-Orange Co. Express, W. & S. Truck Line, Pioneer Truck & Transfer Company, Borderland Express, protestants in Applications Nos.10148, 10858 and 10859; for Los Angeles & San Pedro Transportation Company and Richards Trucking & Warehouse Company, protestants in Application No.10307; for Service Motor Express, Rex Transfer, W. & S. Truck Line, Keystone Express, San Bernardino Transportation Company, protestants in Application No.10683; and for Valley Van & Storage Co., protestant in all applications.

H. R. Goodrich, for Pioneer Truck & Transfer, California Trucking Co., Citizens Truck Co., Star Truck & Transfer Co., and Paul Kent Trucking Co., protestants in Applications No. 10307 and 10358,
H. W. Kidd, for Motor Transit Company, protestant in Application No. 10148,
W. T. Masongill, for Pacific Coast Railway, protestant in Application No. 10359,
Chas. H. Tribit, Jr., for Coachella Transportation Co., protestant in all applications,
E. T. Dacey, for Atchison, Topeka & Santa Fe Railway Company, protestant in all applications,
Frank M. Smith and C. A. Bock for George Harms, Harold Frasher, A. L. Morgan, L. Ireland, E. L. Haynes & Son, Schmidt & Ehrich, Cobb & Fletcher, C. L. Fortier & Son, J. O. Bray, Harold Frasher & Henry Smith, Associated Transit Co., protestants in Applications Nos. 10148, 10307, 10358 and 10359.

BY THE COMMISSION -

O P I N I O N.

Asbury Truck Company, a corporation, applicant in Application No. 10148, as amended, is in the business of dismantling various kinds of machinery, and its transportation and erection. It is alleged that this work at times requires engineering skill and that it is performed on a contract basis, applicant not considering it as being the transportation of freight for compensation. In addition to the foregoing work, applicant at times transports oil well machinery, steel, and other commodities. Many of these movements are to oil wells and points located off the public highways. Applicant has requested a certificate of public convenience and necessity authorizing the transportation of freight in territory south of Fresno, including Fresno county.

J. A. Clark Draying Company, in Application No. 10307, request authority to establish a truck transportation service between Wilmington, San Pedro and Los Angeles and intermediate points, and for a certificate covering said proposed operations. This applicant alleges that it is now engaged in the drayage

business within the city of Los Angeles; that the existing transportation facilities between the proposed points are inadequate, and that by reason of the volume of business now existing between said points that the inauguration of the proposed daily service will not diminish revenues of the present truck operators and will enable applicant to fulfill contracts which it now has for the transportation of commodities between such points.

R. E. Stacey and H. K. Stacey, a co-partnership operating under the fictitious name of Stacey's Transfer and Storage Company, in Application No. 10685 requests the issuance to it of a certificate of public convenience and necessity authorizing the operation of a truck freight service between Cabazon, Los Angeles, Los Angeles Harbor, El Segundo and certain intermediate points. Applicant states that it is an authorized carrier of fruits and vegetables from Cabazon and Banning and intermediate points, including an area of one mile on each side of the route, to a defined zone within the City of Los Angeles and the harbor, with a return movement of building material and lumber, though no local business is to be done between Los Angeles and the harbor. Applicant alleges that there is insufficient freight service between the points sought to be served, especially so during the harvesting of the fruit, when demand for truck service is at its peak. In support of these allegations there is attached to the application and made a part thereof a number of letters from various users of truck service.

Wilmington Transfer & Storage Company, Inc., in Application No. 10858, as amended, applies for a certificate of public convenience and necessity authorizing the establishment and operation of a motor freight service between Wilmington, San Pedro, East San Pedro and Terminal Island on the one hand, and on the other hand, routes 1 to 6, inclusive, as follows:

(1) Los Angeles, (2) Long Beach, (3) Compton, Downey, Clearwater, Puente, Pomona, Ontario, Upland, (4) Seal Beach, Sunset Beach, Huntington Beach, Newport Beach, Balboa Beach, Santa Ana, Orange, Anaheim, (5) Watts, Glendale, Pasadena, Alhambra, El Monte, Sierra Madre, Monrovia, Azusa, Glendora, Covina, and (6) Lomita, Torrance, Hawthorne, Hermosa, Redondo, El Segundo, Inglewood, Venice, Ocean Park, Santa Monica. The directly intermediate points in routes 3, 4, 5 and 6 are included. Applicant alleges that it has operated a general transfer, storage and warehouse business since 1910 and that prior to May 1, 1917, it operated motor trucks and trailers over the foregoing routes, whenever called upon. Applicant now petitions for a finding that it operated prior to May 1, 1917, and continuously thereafter, and that the tariff of rates attached to the application be approved by the Commission, or if a finding is made that applicant did not operate prior to May 1, 1917, and continuously thereafter, that the Railroad Commission now make its order granting the certificate herein sought.

Leo B. Hawkins, in Application No. 10859, as amended, applies for a certificate of public convenience and necessity authorizing him to establish and operate a capacity load motor freight service between Los Angeles, Moneta and Wilmington on the one hand, and on the other hand in the general territory bounded by Ventura and San Juan Capistrano on the Coast, on the east by Banning and San Jacinto, on the north by Saugus, Palmdale and Lancaster, and on the southeast by Temecula. The routes proposed will include an area of five miles on each side of all routes to be traversed. Applicant alleges that the present transportation facilities are inadequate to move the enormous tonnage to or from the harbor or to care for its proper distribution throughout Southern California; that applicant proposes an efficient service without the necessity of transfers, and that the terminals now owned by applicant at the harbor will be an aid in rendering service to the public at a minimum cost.

Attached to and made a part of each of the foregoing applications are the proposed tariffs of rates, rules and regulations, and lists of equipment. With the exception of Application No. 10307, all service proposed is on a demand or call basis.

Public hearings on these applications were conducted by Examiner Handford at Los Angeles and Oxnard, the matters were consolidated for the purpose of receiving testimony and for decision, were duly submitted and are now ready for decision.

Mr. F. E. Asbury, Manager for applicant Asbury Truck Company, testified that he had 43 years experience as a construction and mechanical engineer and that engineering service was rendered in conjunction with applicant's work of fabricating or dismantling, transporting and erecting various kinds of machinery. This work is mostly done on a contract basis. Regular transportation service is also engaged in by this applicant. Ninety-five percent of all work done is outside of municipalities. The majority of loads consisting of oil well supplies and heavy machinery, being picked up in Los Angeles County and vicinity and moved north. Equipment is kept at Bakersfield, Los Angeles and Wilmington.

An exhibit sets forth that the assets of this applicant on April 30, 1925, were \$195,454.69 of which amount \$127,627.90 was its investment in trucks, trailers, tools and other equipment.

Applicant proposes to haul and erect heavy machinery, oil well supplies, and also transport anything offered, on demand, and all in the territory south of an east and west line through Fresno, in minimum loads of 4000 pounds, on an hourly basis and only for one consignor or consignee at any one time.

It appears that this applicant has transported construction material to the San Bernardino and San Jacinto mountains. No present need was shown for the transportation of perishables or other commodities to these places, nor as to the lack or insufficiency of the authorized protestant carrier to care for all business offered. Some fruit has been hauled in the vicinity of Fresno, although the record does not disclose that present public

necessity requires the continuation of such service by applicant. The greater demand appears to be for the movement of oil well supplies and machinery.

Witness^{os} called in behalf of this applicant, testified as to need for the proposed service with reference only to the transportation of pipe, steel, tanks, oil well supplies and machinery, and stressed the character of service required by them. These witnesses offered no particular objection to the authorized carriers but maintained that such carriers were unable to render service as required by them in the conduct of their business.

J. A. Clark, sole owner of the J. A. Clark Draying Company, a fictitious name, testifying in his own behalf, stated that he had been in business in San Francisco prior to May 1, 1917, and continuously thereafter, having been engaged in general trucking inside such city limits and to points outside on the peninsula. Lately he had establish^{ed} a business^{at Los Angeles} handling general trucking within the city limits of Los Angeles, and also some hauling from Los Angeles harbor points which was maintained on a contract basis. The harbor hauling represented about ten percent of applicant's business in the south. The value of the equipment in use at the Los Angeles branch is about \$55,000.00. Applicant states that he is willing and able to add any needed equipment as the business may demand.

Applicant now handles and expects to obtain the business of firms contemplating the location of their plants or branches in Los Angeles in the near future, and thus no decrease in the revenues of the present authorized carriers would occur, if the desired certificate be granted.

Six witnesses were called by applicant from whom applicant obtained some of his business, which had been handled satisfactorily.

R. E. Stacey and H. E. Stacey, co-partners, operating under the fictitious name of Stacey's Transfer and Storage Company, are certificated carriers, as heretofore set forth. Their operative rights were obtained by transfer, duly authorized by this

Commission's Decision No.14134, on Application No.10464, from Walter J. Gehres, who had originally obtained the certificate by the terms of this Commission's Decision No.13639, on Application No.9424. The order in Decision No.13639 did not mention any minimum weight to be transported but the opinion preceding the order in that decision stated, "*** applicant stipulated that he would receive no consignments less than five tons." The tariff of rates filed in accordance with that decision shows no reference to the stipulation, and while not specifically mentioned in the order it is evident that the intention was so to limit it. The tariff filing made by Stacey's Transfer and Storage Company under the terms of Decision No.14134 was identical with that previously filed by Walter J. Gehres. As this filing was in error, the order hereafter made will provide for its corrections.

A. E. and E. H. Stacey testified regarding their present and proposed operations. It is proposed, inclusive of the present certificate, to transport fruits and vegetables from (1) Cabazon, Manning, Beaumont, Yucaipa, Redlands, Highlands, Crafton and Redlands Junction, San Bernardino, Ontario, Pomona and intermediate points, inclusive of points within one mile each side of the route on the one hand to (2) Los Angeles, Los Angeles Harbor and El Segundo on the other hand. From El Segundo petroleum products only would be transported to Redlands and points east thereof, and these latter points would also be the destination of building material picked up at Los Angeles and Los Angeles Harbor. Fertilizer would be picked up at Ontario for movement to Redlands and east thereof. Empty fruit containers would be returned from Ontario and Pomona canneries in less than the minimum of two ton loads, the minimum applying to all other shipments. The fruit for the canneries would originate east of Ontario. All movements would be on demand from one consignor to one consignee.

The equipment offered for this service consists of six trucks and an equal number of trailers. Applicants state they are willing and able to add to the equipment as the business demands.

The record shows a desire and need by growers and fruit associations for applicant's proposed service in the transportation of citrus and deciduous fruits from Redlands and points each to Ontario and Pomona for the canneries, and to Los Angeles and the Harbor. Fruit and vegetables are perishable products and require careful and expeditious transportation in order that the best market prices may be obtained and emergencies met. It appears that applicants give their personal attention to the handling of fruit which is much desired by the shippers.

No sufficient showing was made as to movement of petroleum products from El Segundo, or as to any other commodities from or to San Bernardino, or as to building material, except when destined to Beaumont.

The record shows some criticism of certain authorized truck carriers, the rail service, however, being satisfactory insofar as it is used, although being too slow for some shippers' requirements.

Mr. J. P. Buckett, President and General Manager of Wilmington Transfer & Storage Company, a corporation, testifying in its behalf, stated that prior to and since the incorporation of his company in 1910, it had been engaged in the transfer business. In addition, and for some time past, it has also handled building material and operates a warehouse at Wilmington from which it transports commodities to interior points or to shippers. Prior to May 1, 1917, and continuously thereafter, it has engaged in hauling of various commodities in Los Angeles, and vicinity, and to points in Orange, San Bernardino and Riverside Counties. This witness testified that brokers and shippers stored their goods in applicant's warehouse and called upon it to transport the commodities as required. Soap, soda ash and general laundry supplies were

delivered to laundries at Ontario and other points, Vegetable oil, hardware, fish, hot oil, oxygen gas tanks and other commodities have been transported, although all these items were not such as were stored at applicant's warehouse. Oil well supplies and heavy machinery are not transported. On the routes heretofore set out, routes 1, 2 and 6 are for transportation of commodities both ways. Routes 3, 4 and 5 are only for one way movement with the loads originating at the harbor in each case. Routes 3 to 6, inclusive, are for loadings of 3 ton minimum, except as to return of empty containers, which condition also applies to other routes and loading both ways.

An exhibit filed by this applicant shows assets of \$71,846.47 of which amount about \$40,000 is represented by trucks and equipment.

In support of this application Mr. J. K. Mueller, an officer of the Vegetable Oil Products Co., located at the harbor, testified that his company was engaged in the business of refining crude vegetable oils and in the manufacture of oxygen and hydrogen gas. The oil was delivered in barrels or drums to different industries, and for the more distant places the rail carriers were used with ^{truck transportation} ~~del~~ - liveries to Los Angeles and its vicinity. The gas was also delivered by truck locally and the empty containers for both oil and gas were returned by truck. The delivery of these commodities must be made without delay as in general the consignees do not sufficiently anticipate their needs. Vegetable oil sold locally is delivered hot.

This witness further testified that certain authorized truck carriers had failed in rendering the service that his company required in connection with the marketing of its commodities. Rail facilities could not be used for local shipments as such method was too slow. The business of his company is increasing and he was satisfied with the service rendered by applicant and had present and future need for the service.

Mr. E. P. Ingmire, special agent for the Union Oil Company, located at Wilmington, testified his company used and needed applicant's service for the delivery of oil and machinery to oil fields and stations at or near Compton, Cardona, Dominguez, Watts, Santa Monica, Hawthorne and Long Beach. These movements were all less than carload lots and practically all were classed as emergency shipments. Authorized truck carriers have been patronized by his company but the applicant has best met its needs.

Further testimony of a witness for applicant referred to movement of construction material for the building of wharves and reinforced concrete structures from Wilmington to Mormon and Terminal Islands and to Santa Monica bay points. Witness' work consists mainly of harbor construction, the heavy pieces being moved by water and the remainder by truck. Of the truck movement about 25% could not be handled by applicant as the weights would be less than the proposed 5 ton minimum.

The tariff of rates attached to the application shows over 300 commodities, including freight N.O.I.B.N., (not otherwise indexed by name), yet the testimony presented by applicant's President and General Manager and witnesses called in its behalf shows only a need for transportation of a few commodities. Applicant has failed to show a necessity for the movement of freight as herein proposed, or that it is sufficiently informed as to the requirements, or the service now rendered by rail and other authorized carriers. In support of applicant's prayer that a certificate of public convenience and necessity be issued it due to operations in good faith on May 1, 1917, and continuously thereafter, August Lembke, an employee since about July, 1918, was called and testified that while visiting his brother during the latter part of April and the first part of May, 1917, he observed applicant's trucks on the highways, transporting furniture and commodities, and also noted where furniture had been unloaded. Gas and oil was not hauled at that time.

He did not know how many trucks were in use or what charges were made but stated that operation at that time was over a portion of the routes as herein proposed. From about May 1, 1917, to July, 1918, witness know nothing of applicant's operations.

Mr. Henry S. Lombke, a director and Secretary-Treasurer of applicant company, testified he had been identified with applicant since some time prior to May 1, 1917; that on that date one or two trucks were used over the routes over which service is herein proposed.

Mr. J. P. Puckett testified that applicant started the operation of one truck over the routes herein proposed in March, 1917, and that no particular tariff of rates was in effect. Section 5 of the Auto Stage & Truck Transportation Act, in part, states that "*** no such certificate shall be required of any transportation company as to the fixed termini between which or the route over which it is actually operating in good faith at the time this act becomes effective, ***". In conformity with the foregoing the Commission issued its order requiring the filing by carriers of their tariffs of fares and rates then in effect. The record does not show any effort in the past by applicant to comply with Section 5 as above noted, or with the Commission's order and it appears that applicant has neglected to perfect, if any such he had. It is also apparent that the proposed tariff of rates are not those which were in effect on May 1, 1917.

We are of the opinion and find as a fact that the record herein is not sufficient to justify a finding that applicant is entitled to continue operation by reason of alleged operation in good faith as of May 1, 1917, and continuously since such date and that, therefore, such certificate as may be issued will be based on the evidence showing public convenience and necessity as herein made. as to the need for the transportation of oil well supplies, oil well mud, brick, stone, tile, machinery, farm products, fruit, commercial fertilizer, gravel, cement, building material, steel, hardware, furniture and house-

hold goods. In all movements over the proposed routes Moneta, Wilmington or Los Angeles (a defined zone), will be one terminus. By a stipulation no service is to be rendered to San Bernardino or San Jacinto mountains or intermediate points or local business in Riverside County.

A warehouse is maintained at Moneta by applicant, where commodities are stored or large shipments segregated until delivery orders are received from shippers. This is a special service in connection with the truck transportation and is charged for separately.

Frequent calls are received for the transportation of all the commodities above noted. Farm products from Cardena Valley, and fruit from San Fernando and Antelope Valleys move to packing houses at Los Angeles. Fruit and hay originate at Yuccipa, Hemecula, San Jacinto and Hemet, moving to Los Angeles harbor, Los Angeles. Commercial fertilizers move from the harbor to the interior points. Cement moves from the harbor to points within approximately a 50-mile zone.

It was claimed that fruit should be transported through on the same truck to avoid damage in rehandling and that it is a commodity requiring immediate service. The latter also applies to the transportation of oil well supplies.

Applicant was not familiar with the authorized truck carriers now operating over the proposed routes but maintained that his service as offered is necessary for the public.

Thirteen witnesses testified in behalf of this applicant as to the necessity for the movement of steel, cement, building material, pipe, hardware, commercial fertilizer, hay, grain, food supplies, and other commodities between Los Angeles harbor, Los Angeles and its vicinity. Fruit requires transportation from Antelope Valley to the harbor and Los Angeles and oil well supplies to the different oil fields.

These witnesses were not familiar with many of the authorized truck carriers and the points served by such carriers. Some of the commodities to be moved were from points inaccessible to rail, required transfer, or a more expeditious movement than that afforded by rail.

Applicants and their witnesses in these proceedings were examined by protestants as to their knowledge of present authorized transportation facilities in the territory where these applicants propose service and consideration has/been ^{herein} given to such examination. In addition certain exhibits were filed by protestants.

Witnesses for protestant, Pacific Electric Railway Company, testified that it had about \$75,000,000. capital investment in approximately 1000 miles of rail line with 65 agencies for the receiving of freight. Connections are available with all other rail lines in the territory served including service to all docks at the harbor and daily train service.

Protestant Southern Pacific Company renders a daily freight service over its lines in the general territory south of Santa Barbara and Lancaster, and a local tri-weekly service to points north. The foregoing rail lines, together with the Santa Fe and other smaller rail lines, cover the territory south of Fresno.

Protestant American Railway Express Company also operates over the rail lines.

Authorized truck carriers, protesting these applications maintained they were rendering adequate service and had sufficient equipment, or would obtain it, to provide for the transportation needs in the territory as set out in these applications.

Protestant Motor Transit Company is especially equipped for the transportation of freight in the San Bernardino and San Jacinto mountains and that all the summer seasonal business is necessary, without further competition, to offset deficits in earnings accruing throughout the winter season.

Officers of a number of the authorized truck carriers tes-

tified as to the operation of their respective companies, although no useful purpose will be served by discussing such testimony in detail.

It is apparent that transportation of some of the commodities included in these applications cannot be moved to the best advantage by the rail carriers, and that some of the applicants propose a special service which is not now received by the public. We are not convinced that the public has available by authorized carriers the volume and character of service that would justify denials of these applications.

Attention is directed to certain proposed tariffs as attached to the applications. Some of these are on a percentage of a base rate. The applicants who later are directed to file tariffs of rates will be required to set up all rates in full detail.

After full consideration of the evidence and exhibits in these proceedings, we are of the opinion and hereby find as a fact that the public convenience and necessity requires the granting of certificates as hereinafter set forth in the accompanying order, and not otherwise.

O R D E R

Public hearings having been held on the above entitled applications, the matters having been duly submitted, the Commission being now fully advised, and basing its order on the statements and findings of fact as appearing in the opinion which precedes this order,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity requires the operation by J. A. Clark, operating under the fictitious name of J. A. Clark Draying Company, of an automobile truck line for the transportation of freight between Los Angeles, Wilmington and San Pedro and intermediate points.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY FURTHER DECLARES that public convenience and necessity require the operation by Asbury Truck Company, a corporation, of an automotive freight truck service, on demand, for the transportation of oil well supplies, heavy machinery, pipe, steel and tanks, in the territory south of an east and west line drawn through the city of Fresno, excluding, however, any service to San Bernardino and San Jacinto mountain points, which will include all points beyond San Bernardino, Highlands, Redlands, Riverside and intermediate points, and in general to points on the Mill Creek, Waterman Canyon and City Creek Roads, Crest Route, Rim of the World Drive, and desert route via Victorville to Big Bear Lake and all points on connecting roads and points on the Idylwild Road.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by R. E. Stacey and M. E. Stacey, co-partners, operating under the fictitious name of Stacey's Transfer and Storage Company, of an automotive freight service in lieu of all rights heretofore granted by the Commission, for the transportation of fruit from (a) Cabazon, Banning, Beaumont, Yucaipa, Redlands, Highlands, Crofton, Redlands Junction (also known as Bryn Mawr), and intermediate points thereto, including an area of one mile on each side of the direct route traversed, to (b) Ontario and Pomona, or to (c) Los Angeles Harbor points or to that portion of Los Angeles bounded by Macey Street, Sunset Boulevard, Figueroa Street, Slauson Avenue, and the Los Angeles River; and vegetables from Cabazon, Banning and intermediate points thereto, including an area of one mile on each side of the direct route traversed to points designated in (c) above; and lumber, cement, stucco, wallboard, doors, windows and roofing from points designated in (c) above, to Beaumont, Banning, Cabazon and intermediate points thereto, including an area of one mile on each side of the direct route traversed; and fertilizer from Ontario to points designated

in (a) above; all shipments to be on demand from one consignor to one consignee with minimum loads of two tons, except as to movements to and from Cabazon and Banning where a minimum load of five tons was heretofore fixed in Decision No. 13639 on Application No. 9424 for these points. Return of empty fruit containers is not subject to minimum weight restriction. All movements to be via the Valley Boulevard insofar as practicable.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by Wilmington Transfer & Storage Co., Inc., of an automotive freight service, on demand, for the transportation of oils, acetylene and oxygen gas, vegetable oils, laundry supplies, machinery, between (a) Los Angeles Harbor (includes Wilmington, San Pedro, East San Pedro, Terminal and Harmon Islands), to routes 1-6, inclusive, viz: (1) districts 1, 2, 3 and 4 in the City of Los Angeles (as set out in Exhibit "A" attached to the application), (2) Long Beach, (3) Compton, Downey, Clearwater, Puente, Pomona, Ontario, and the directly intermediate points thereto, (4) Seal Beach, Sunset Beach, Huntington Beach, Newport Beach, Balboa Beach, Santa Ana, Orange, Anaheim, Fullerton and the directly intermediate points, (5) Watts, Glendale, Pasadena, Alhambra, El Monte, Sierra Madre, Monrovia, Azusa, Glendora, Covina, and the directly intermediate points, and (6) Lomita, Terrance, Hawthorne, Hermosa, Redondo, El Segundo, Inglewood, Venice, Ocean Park and directly intermediate points; and machinery, construction steel, cement, sand, rock, lumber, and incidentals to be used on harbor construction work, from points designated in (a) to points designated in (6); all shipments to or from points in routes (3), (4), (5) and (6) shall have a minimum load restriction of 3 tons, except that no restriction is placed on the return of empty containers; that loads for points in routes (3), (4), and (5) shall originate at points designated in (a) and have no return shipments except empty containers; that shipments may move both ways on routes (1), (2) and (6) except

that no movement may occur from point to point within a route, or from a point within a route to a point in another route.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the operation by Lee B. Hawkins, of an automotive freight service, on demand, for the transportation of steel, tanks, lumber, cement, sand, rock, stucco, wallboard, doors, windows, roofing, builders hardware, hollow concrete blocks and tile, pipe, tubular goods, oil well supplies, seeds, vegetable and fish oils and commercial fertilizer between (a) Los Angeles, Wilmington and Moneta and route 1-7, inclusive, as follows, (1) San Pedro, Wilmington, Compton, Watts, Huntington Park, Sherman, Beverly Hills, Sawtelle, Santa Monica, Ocean Park, Venice, Playa Del Rey, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Clifton, Harbor City, Torrance, Moneta, Gardena, Culver City, and Palms, (2) Clearwater, Downey, Santa Fe Springs, Los Nietos, Norwalk, Artesia, Buena Park, Fullerton, La Habra, Brea and Walnut, (3) Alhambra, Pasadena, Altadena, Arcadia, Sierra Madre, Monrovia, Duarte, Azusa, Glendora, and Claremont, (4) Montebello, Whittier, Bassett, Baldwin Park, Covina, San Dimas, El Monte, Puente, Pomona, Ontario, Riverside, Colton, Redlands, Yucaipa, Beaumont, and Banning, (5) Long Beach, Seal Beach, Sunset Beach, Westminster, Huntington Beach, Newport Beach and Laguna, (6) Anaheim, Olive, Santa Ana, Orange and Irvine, (7) Glendale, Hollywood, Burbank, San Fernando, Newhall, Saugus, Castaic, Palmdale and Lancaster; and fruit between points designated in (a) and points in routes 1, 2 and 7; and hay and grain between points designated in (a) and points in routes 1 and 2; and flowers between points designated in (a) and points in route 1; and the intermediate points in (a) and routes 1-7, inclusive, being included, and an area of 5 miles on each side of the route traversed, movements to be over the most direct and practical route; and all movements must have their origin or destination in points designated in (a), and minimum load will be 5 tons, except that weight restriction

will not apply to the return of empty containers.

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 Asbury Truck Company, a corporation, J. A. Clark, operating under the fictitious name of J. A. Clark Draying Company, H. K. Stacey and R. E. Stacey, operating under the fictitious name of Stacey's Transfer and Storage Company, Wilmington Transfer and Storage Company, Inc., and Lee E. Hawkins, subject to the following conditions:

1- Applicants shall file their written acceptance 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 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, and/or acceptable to this Commission; and shall commence operation of service within thirty (30) days from the 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.

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

Dated at San Francisco, California, this 31st day of March,

1927.

Emmett
J. B. Brundage
C. S. ...
Leon ...
Sho ...
COMMISSIONERS.