

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application)
of EARL F. BLUBAUGE, (Los Angeles)
and West Side Transportation)
Company), for a certificate of)
public convenience and necessity)
to operate auto freight truck ser-)
vice between Los Angeles Harbor)
(San Pedro and Wilmington) and)
Maricopa, Taft, Fellow, McKittrick)
and West Side Oil Fields.)

Application No. 8100

In the Matter of the Application)
of EARL F. BLUBAUGE, owner of Los)
Angeles and West Side Transportat-)
ion Company, for certificate of)
public convenience and necessity to)
operate auto freight truck service)
between Taft, Maricopa, Fellows,)
McKittrick, west side oil fields,)
and oil fields located adjacent to)
Huntington Beach, Seal Beach, Long)
Beach, Redondo, Brea, Santa Fe)
Springs, Whittier, Montebello, etc.)

Application No. 8136

E.F. Blubaug, Applicant, in propria persona
L.N. Bradshaw, for Southern Pacific Railway, Protestant
H.N. Blair, for Hodge Transportation System and Los
Angeles and San Pedro Transportation Company, Protestants
E.T. Lucey and G.E. Harris, for Atchison, Topeka and Santa
Fe Railway, Protestant
C.W. Cornell, for Pacific Electric Railway, Protestant.

BY THE COMMISSION:

O P I N I O N

Applicant seeks a certificate of public convenience and necessity to operate through freight service, in quantities of not less than six tons between certain oil field points in Kern County and Los Angeles Harbor; and, also, between the same points in Kern County to "Huntington Beach, Seal Beach, Long Beach, Redondo, Brea, Santa Fe Springs, Whittier, Montebello, etc." in loads of not less than six tons.

A public hearing was held by Examiner Williams at Los Angeles.

Applicant at present, operates under the name of the Los Angeles and West Side Transportation Company, a general freight service between the Kern County west side oil fields and Los Angeles. In Application No. 8100, he seeks to extend this service whenever a minimum of six tons is available, to Los Angeles Harbor points, and in application No. 8136, to extend it to all other points. He expects to use his present equipment and perform service at will and without schedule. The rates proposed are all from the southern points to Los Angeles and are additional to applicant's rates from Los Angeles to Kern County points. In effect, applicant means to ask the privilege of extending his service, on demand, and only when six tons are tendered, to any of the points south and east of Los Angeles whenever shipments to or from the Kern County points are available, but without applicant being obligated to devote any special equipment, or observe any regularity of operation.

The testimony offered by applicant related to the proposed extension from Los Angeles to harbor points (Appl. 8100) and practically no proof was produced as to a need for service to the other points named, (Appl. No. 8136) -- so little, in fact, that this application may be regarded as not being worth further consideration in this opinion, and its denial justified.

Proof as to the service to the Harbor was given by the officers and traffic managers of several business houses shipping oil well supplies. Rates, with all of them, were not the basis of a desire for additional service, although applicant offered a lower rate (\$1.50 a ton) than any auto carrier now operating between the termini chosen. The demand was more for a through service, without transfer, from the shipside at the

harbor to the oil fields of Kern County. With such a through service, it was testified, shipments could be billed through from Atlantic seaboard to the consignee, and delivery thus expedited. The testimony was not convincing, however, that much tonnage would be so moved, or frequently, or that it would be made available to the applicant, or to other authorized carriers. Analysis of the testimony is not helpful in assuring that the operation proposed by applicant would be little more than a convenience to some shippers, but was not, in any sense, a public necessity.

If this were doubtful from applicant's testimony, the showing of protestants is convincing of this finding. There are now three rail lines from Los Angeles, capable of handling large shipments with reasonable expedition. Two protestants, the Los Angeles and San Pedro Transportation Company and the Hodge Transportation Company have ample auto facilities from Los Angeles Harbor to Los Angeles that are not being used by shippers, some of whom were witnesses for applicant, whose large tonnage is hauled by contract. The testimony as to adequacy of facilities was not disputed, but witnesses said the objection was to the transfer from one line to another. The two auto carriers protesting gave assurance that any shipments could be transferred from their trucks to those of applicant, or any other carrier, immediately upon arrival at their terminals and so stipulated with applicant, and also that each would cooperate in rapid transportation at through joint rates.

From these facts, it is evident that extension of applicant's service to Los Angeles Harbor, or other points, is not necessary and that the application should be denied.

O R D E R

Earl F. Blubaugh (Los Angeles and West Side Transportation Company) having applied to the Railroad Commission of

the State of California, for a certificate of public convenience and necessity to operate auto freight service between Los Angeles Harbor (San Pedro) and Wilmington, and Maricopa, Taft, Fellows, McKittrick and West Side oil fields, and also to operate auto freight service between Taft, Maricopa, Fellows, McKittrick and West Side oil fields and oil fields located adjacent to Huntington Beach, Seal Beach, Long Beach, Redondo, Brea, Santa Fe Springs, Whittier, Montebello, etc., 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 do not require the service as proposed by applicant, and that the applications, and each of them, be and the same hereby are denied.

Dated at San Francisco, California, this 14th
day of October, 1922.

Erving Martin
Charles H. Lange
C. J. ...

Commissioners.