

ORIGINAL

DECISION NO. 6519.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application )  
of ACME TRANSFER COMPANY for )  
certificate of public convenience )  
and necessity to operate express ) Application No. 4605.  
and baggage service between Los )  
Angeles and Venice and Santa Monica. )

In the Matter of the Application of )  
FRANK J. BARTON for certificate of )  
public convenience and necessity to )  
operate express and baggage service ) Application No. 4600.  
between Santa Monica, Venice and Los )  
Angeles. )

In the Matter of the Application of )  
GUY MCGUIRE, doing business under the )  
name of the Alexandria Transfer Com- )  
pany for a certificate of public con- )  
venience and necessity to operate ) Application No. 4610.  
automobile and freight and express )  
service between the cities of Los )  
Angeles, Santa Monica, Ocean Park and )  
Venice, all in the County of Los )  
Angeles . )

J. W. Keyes for Acme Transfer Company, Applicant.

Frederick Beutel for Guy McGuire, Applicant.

Frank J. Barton, in propria persona.

E. E. Morris and T. J. Day for Pacific Electric  
Railway Company, Protestant.

BY THE COMMISSION

O R D E R

Wm. Grindle, operating under the fictitious name of  
Acme Transfer Company, has petitioned the Railroad Commission for  
an order declaring that public convenience and necessity require  
the operation by him of an automobile truck line as a common  
carrier of baggage and express between Los Angeles and Santa

Monica and Venice and intermediate points.

Frank J. Barton has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of an automobile truck line as a common carrier of express and baggage between Santa Monica, Venice and Los Angeles and intermediate points.

Guy McGuire, operating under the fictitious name of Alexandria Transfer Company, has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of an automobile truck line as a common carrier of baggage and express between the cities of Los Angeles, Santa Monica, Ocean Park and Venice and intermediate points.

A public hearing was conducted by Examiner Handford at Los Angeles, at which time it was stipulated by applicants and attorney for protestants that the matters should be consolidated for hearing. The applications were duly submitted and are now ready for decision.

Applicants propose to charge rates in accordance with schedules marked Exhibit "A" and filed with the respective applications in these proceedings. All applicants propose to operate one round trip, daily except Sundays. The equipment proposed to be used by applicant, Grindle, consists of one Autocar, 1 1/2 tons capacity, licensed by State Motor Vehicle Department under License No. 459977. The equipment proposed to be used by applicant, Barton, consists of two Autocar Trucks, each of 1 1/2 ton capacity. The equipment proposed to be used by applicant, McGuire, consists of one Ford Truck, one ton capacity, licensed by State Motor Vehicle Department under License No. 511648.

Applicants have all been engaged in a general baggage and transfer business over the routes for which authorization has been requested, Barton having been engaged in business approximately four years but not regularly and as a common carrier, Grindle having been engaged in business since April 1, 1919, McGuire having been engaged in business since November 15, 1917. None of the applicants were familiar with the statutory law requiring certificates of public convenience and necessity to be obtained from the Railroad Commission, and the filing of tariffs and time schedules, but when their attention was directed to the requirements applications were made for such certificates that their operation might hereafter be legally conducted. All of the applicants are conducting their business with a slight measure of profit, the business handled being principally baggage and household goods of parties who may be changing residence from and to the City of Los Angeles and the various beach resorts around Santa Monica Bay. Applicants Grindle and McGuire, confine their business to the handling of trunks, suit cases and parcels, and applicant, Barton, in addition to such articles, also handles furniture and pianos.

The service that is offered by applicants is that of a general express business principally for tourists and parties transferring to and from beach resorts.

These applications were protested by the Pacific Electric Railway Company on the basis that adequate service was rendered by that Company and that the facilities offered were ample to care for all business. While the Pacific Electric Railway Company operate a freight service of one round trip daily, and express service of two round trips daily, the service

offered does not include the item of pick-up and delivery which is essential in the prompt transportation of baggage and the class of household goods in which the applicants specialize. The rates of the Pacific Electric Railway for express service/as conducted over their lines are

First Class	Second Class	Special Commodity
per cwt.	per cwt.	per cwt.
77 cents	58 cents	37 cents

The rates proposed by applicants on the principal items for which a demand exists for transportation, are as follows:

	<u>Barton</u>	<u>Grindle</u>	<u>McGuire</u>
Trunks	75 cents ea.	\$1.00 each	\$1.00 each
Suitcases	50 cents ea.	.25 cents each	.25 cents each
Packages	- - - - -	.50 cents each	.25 cents each

The rates of the applicants, when considered with the service accorded which includes pick-up and delivery and direct transportation, offer an inducement to the public as regards the class of transportation herein sought by applicants.

Applicants have secured permits from the governing bodies of the various political sub-divisions through which their proposed routes will operate as evidenced by certified copies filed with the applications in these proceedings.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by Wm. Grindle, operating under the fictitious name of Acme Transfer Company, of an automobile truck line as a common carrier of baggage and express between Los Angeles and Santa Monica and Venice and intermediate points; by Frank J. Barton of an automobile truck line as a common carrier of express and baggage between Santa Monica, Venice and Los Angeles and intermediate points; by Guy

McGuire, operating under the fictitious name of Alexandria Transfer Company, of an automobile truck line as a common carrier of baggage and express between Los Angeles, Santa Monica, Ocean Park and Venice and intermediate points; provided, however, that the rights and privileges herein granted may not be transferred nor assigned unless the written consent of the Railroad Commission to such transfer or assignment has first been secured.

IT IS HEREBY ORDERED that no vehicle may be operated under this certificate unless such vehicle is owned by the applicants herein or is leased by such applicants under a contract or agreement on a basis satisfactory to the Railroad Commission.

Dated at San Francisco, California, this 24<sup>th</sup> day of July, 1919.

H. S. Leonard  
Francis R. Doherty  
H. R. Dunning  
Irving Martin  
Commissioners.