

ORIGINAL

Decision No. 6527.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of)
WAGNER'S INGLEWOOD EXPRESS for a)
certificate of public convenience)
and necessity to operate automobiles)
and auto trucks in freight and)
express service upon the public)
streets, highways and places in and)
between Los Angeles, Hyde Park,)
Inglewood, Hawthorne, El Segundo and)
Way Points.)

Application No. 4534.

Clyde Woodworth for Applicant.

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

BY THE COMMISSION

O R D E R

Merl R. Wagner, operating under the fictitious name of Wagner's Inglewood Express, 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 freight and express between Los Angeles and El Segundo and intermediate points.

A public hearing was conducted by Examiner Handford at Los Angeles, the matter was duly submitted and is now ready for decision.

Applicant proposes to charge rates in accordance with a schedule marked Exhibit "A" and attached to the application in this proceeding and to operate on a schedule of two round trips per day, except Sundays and holidays, serving the inter-

mediate communities at Hyde Park, Inglewood and Hawthorne. The equipment proposed to be used consists of one Packard Truck, two two capacity, licensed by State Motor Vehicle Department under License No. 246049 and one Autocar Truck, 1 1/2 ton capacity, licensed by State Motor Vehicle Department under License No. 108549.

Applicant has succeeded by purchase to the business formerly operated under the name of "Bowers Truck and Transfer" such business having been in operation for some six years.

Applicant has established depots in Los Angeles, Inglewood, Hyde Park and El Segundo for the accommodation of his patrons, also zones in each community in which free pick-up and delivery will be accorded shipments.

Residents of El Segundo testified as to the necessity for truck service in addition to the service furnished by the Pacific Electric Railway and to the fact that the business district of El Segundo was located something over one-half mile from the station of the Pacific Electric Railway, and that in Inglewood the Pacific Electric station was approximately one-half mile from the business center and that all merchants in such communities did not have facilities for transferring their shipments to and from the railroad station. The Atchison, Topeka and Santa Fe Railway also serves the community at Inglewood as to carload shipments principally, the station being located approximately three miles from the business district, practically a prohibitive distance as regards the receipt and delivery of less than car load business, a drayage rate of \$2.00 per ton being assessed by local transfer concerns.

This application is protested by the Pacific Electric Railway Company on the basis that such company has adequate

facilities to properly handle all business over the route herein sought and at reasonable rates. The average freight rate under which the majority of less than car load shipments would move is the fourth class rate of 15 cents per cwt. with a minimum charge of 50 cents. Freight service is covered by one round trip daily. In addition to the freight service, the American Railway Express operates over the line of the Pacific Electric Railway three round trips daily, under the following rates:

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

No express service is operated over the Redondo Branch of The Atchison, Topeka and Santa Fe Railway.

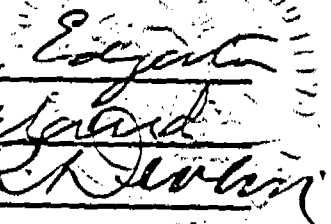
The service proposed by applicant is analagous to the express service operating over the line of the Pacific Electric Railway with an added advantage to the public in that deliveries are made within the business districts of the communities served without additional expense, whereas the express deliveries on the Pacific Electric Railway are at designated stations, other than at Los Angeles. Applicant also will serve the communities at Hyde Park and Lenox, points not served by any rail carrier and together containing approximately seventeen hundred inhabitants. The rates proposed by applicant are more favorable to the public than the express rates of the rail carriers. In view of the fact that the service proposed by applicant and for which certificate is sought has been in existence for some years and that the necessity for applicant procuring a certificate arises from the fact that he has recently acquired the line by purchase, public convenience and necessity will be served by a continuance

of service which has existed for some time and against which no complaint has been received.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by Merl R. Wagner, operating under the fictitious name of Wagner's Inglewood Express, of an automobile truck line as a common carrier of freight and express between Los Angeles and El Segundo and intermediate points; provided, however, that the rights and privileges hereby granted may not be transferred nor assigned unless the written consent of the Railroad Commission to such transfer or assignment has first been procured.

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

Dated at San Francisco, California, this 30th day of July, 1919.


Edwin G. Eckstein
J. D. Fitzgerald
Frank R. Johnson

Commissioners.