

MCS

Decision No. 7524.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of)
 KEYSTONE EXPRESS for certificate of)
 public convenience and necessity :
 to operate freight truck service) Application No. 5343.
 between Covina and Azusa and between)
 Azusa and Glendora, California. :
)

E. W. Kidd, for Applicant
 Frank Karr by G. F. Squires
 for Pacific Electric Rwy.
 Company.
 F. M. Leak for American Rwy.
 Express.

BY THE COMMISSION.

ORDER

I. R. Kagarise doing business under the fictitious name of Keystone Express has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of an automobile stage line as a common carrier of freight between Covina and Azusa and between Azusa and Glendora and intermediate points.

A public hearing on this application was conducted before Examiner Satterwhite at Los Angeles on April 2nd, 1920, the matter was duly submitted and is now ready for decision.

Applicant proposes to charge rates in accordance with the schedule marked Exhibit "A" filed with said application and to operate on a time schedule of one round trip daily except Sundays

and holidays as amended at the hearing between Covina and Azusa and Azusa and Glendora, using the same equipment now operated by applicant between Los Angeles, Covina and Glendora, which consists of one $3\frac{1}{2}$ -ton Geary truck and one 2-ton White truck.

The Pacific Electric Railway and the American Railway Express Company protested the granting of this application. Several witnesses consisting of merchants and business men at Azusa testified in support of the application.

Applicant has, since 1916, operated an auto truck service between Covina, Glendora, San Dimas and points east to Cucamonga. Azusa is one mile from the present route operated by the applicant. Evidence shows that the merchants of Azusa do most of their buying at Los Angeles and have often requested the applicant to establish the proposed service, for the reason that it is quicker and more economical.

It was shown that if an order is placed by a merchant in the late afternoon with a wholesale firm at Los Angeles and transported by the rail service, it is not delivered until the second day after the placing of the order, but under the proposed service of the applicant, delivery can be made the following day.

Campers in the mountains do considerable buying at Azusa and the proposed truck service can deliver promptly supplies to the merchants demanded by these mountain campers.

Many Los Angeles firms and shippers have requested the authorization of this proposed service on account of the more rapid transportation of merchandise through store-door delivery. The protestants offered in evidence their rate and time schedules, but made no showing which indicated that they could make deliveries as quickly as the proposed auto truck service.

After careful consideration of the evidence, we are of the opinion that the application should be granted.

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by I. R. Kagarise, doing business under the fictitious name of Keystone Express, of an automobile stage line as a common carrier of freight between Covina and Azusa and between Azusa and Glendora and intermediate points.

Provided that the rights and privileges herein authorized may not be transferred nor assigned unless the written consent of Railroad Commission to such transfer or assignment has first been procured.

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

Dated at San Francisco, California, this 3^d
day of July, 1920.

Edwin O. Edgerton
A. D. Leonard
Mark H. Wilson
H. T. Brundage

Commissioners