

BEFORE THE RAILROAD COMMISSION OF STATE OF CALIFORNIA

In the matter of the application of )  
A. E. Campbell for certificate of )  
public convenience and necessity )  
to operate Freight Auto Truck ser- )  
vice between Los Angeles and Blythe, )  
California. )

Application 6339

ORIGINAL

A. E. Campbell in propria persona.  
A. G. Wilde, Trainmaster, for Atchison,  
Topeka and Santa Fe Railway Company.

LOVELAND, Commissioner:

O P I N I O N

A. E. Campbell has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of an automobile freight line as a common carrier of freight between Los Angeles and Blythe, California.

A public hearing was held at Los Angeles on Friday, December 10, 1920, at which time the matter was duly submitted and is now ready for decision.

At the hearing, applicant submitted amended application seeking authority to handle intermediate business northbound between Blythe and Los Angeles over route hereinafter described.

Applicant is conducting a grocery business in Blythe, and in order to facilitate the handling of his own freight he has put into service a three and one-half ton truck, making one round trip per week from Blythe to Los Angeles, leaving Blythe on Monday morning, arriving in Los Angeles Tuesday afternoon; Leaving Los Angeles Thursday morning and arriving in Blythe Friday afternoon. During the course of applicant's operations he has had numerous requests to handle freight for other merchants

in Blythe, as well as the handling of cotton seed out of Blythe.

Blythe is situated on the rails of the Southern California Railroad Company, which road connects at Rice (formerly known as Blythe Junction) with the Atchison, Topeka and Santa Fe Railway for Los Angeles. Mr. A. G. Wilde, Trainmaster for the Atchison, Topeka and Santa Fe Railway Company, testified at the hearing that fourteen cars of merchandise had been loaded for Blythe during the month of November, 1920. No protest, however, was entered by Mr. Wilde to the granting of this application. The rates proposed to be charged by applicant, between Los Angeles and Blythe, are herein shown:

$\frac{1}{2.77}$	$\frac{2}{2.45\frac{1}{2}}$	$\frac{3}{2.16\frac{1}{2}}$	$\frac{4}{1.75\frac{1}{2}}$
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These rates are identical with those published by the railroad. However, applicant proposes a pick-up and store door delivery which has the effect of a reduction in rates over those charged by the railroad, with the further benefit of the elimination of rehandling, and a saving in time.

At the hearing applicant stipulated it was not his intention to handle freight locally between Los Angeles and Banning and intermediate points, nor was it his intention to handle a trailer in connection with his truck.

After consideration of the evidence in this proceeding, I am of the opinion that there is a public convenience and necessity for the operation by A. E. Campbell of an automobile freight service between Blythe and Los Angeles over a route hereinafter described.

O R D E R

A public hearing having been held upon the above entitled application, the matter having been duly submitted and being now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by A. C. Campbell of an automobile freight service as a common carrier of freight over the main highways and through the following towns:

Commencing at Blythe, thence to Mecca, thence to Thermal, thence to Coachella, thence to Indio, thence to Palm Springs, thence to Whitewater, thence to Sanning, thence to Beaumont, thence to Riverside, thence to Ontario, thence to Pomona, thence to El Monte and thence to Los Angeles.

This order grants authority for the transportation of freight originating at Blythe and destined to the communities of Mecca, Thermal, Coachella, Indio, Palm Springs, Whitewater and the communities intermediate between Whitewater and Los Angeles; the authority regarding intermediate points being confined to northbound business originating in the territory between Blythe and Mecca. Authority is also granted for the handling of business originating in Los Angeles and destined to the territory between Mecca and Blythe, but not including the former community, no authority being hereby conveyed for the handling of any southbound business between Los Angeles and Mecca, or points intermediate between such communities.

PROVIDED FURTHER that applicant herein shall, within ten (10) days from the date of service of this order, file with the Railroad Commission a written acceptance of the certificate herein conveyed, such acceptance to state the date upon which the operations herein authorized will be commenced, such date

to be not less than thirty (30) days from date of the acceptance herein specified, and

IT IS HEREBY FURTHER ORDERED that no vehicle may be operated by the applicant, A. E. Campbell, unless such vehicle is owned by him or is leased by him for a specified amount on a trip or term basis, the leasing of equipment not to include the services of a driver or operator. All employment of drivers of leased cars shall be made on the basis of a contract by which the driver or operator shall bear the relation of an employee to the transportation company.

The foregoing opinion and order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 19<sup>th</sup> day of January, 1921.

H. D. Loveland  
Frank R. Hollis  
H. B. Bundege  
Dwight Martin  
Commissioners.