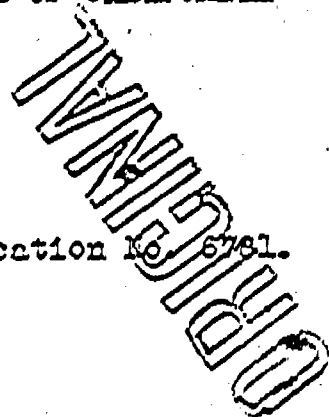


BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
MEIKLEJOHN'S DELIVERY for certificate)
of public convenience and necessity)
to operate a delivery route between)
Los Angeles, Long Beach, San Pedro,)
Redondo, Venice, Ocean Park, Santa)
Monica, Alhambra, Pasadena and)
Glendale.)

Application No. 5761.



V. E. Koenig, for the Applicant,
E. A. Woods, for American Railway Express Company.
E. W. Kidd, for Los Angeles & San Pedro Transportation Company,
and Long Beach Transfer Company,
Frank Karr, J. D. Eaggart and G. F. Squiers, for Pacific Electric
Railway Company.

BY THE COMMISSION:

O P I N I O N

Joseph S. Meiklejohn, doing business under the name of Meiklejohn's Delivery, has petitioned the Railroad Commission in accordance with his application, amended at the hearing, for an order declaring that public convenience and necessity require the operation by him of an automobile truck service as a common carrier of packages, parcels and cartons under 100 pounds each in weight between Los Angeles, Long Beach, San Pedro, Redondo, Venice, Ocean Park, Santa Monica, Alhambra, Pasadena and Glendale and intermediate points.

A public hearing on this application was conducted before Examiner Satterwhite at Los Angeles on June 27th, 1921, at 10:00 A. M.; the matter was duly submitted and is now ready for decision.

Applicant proposes to charge rates and to operate on a time schedule, in accordance with amended Exhibits "A" and "B", attached to said application, using as equipment two Ford Panel trucks, described in Exhibit "C", attached to said appli-

cation, and two other Ford trucks, in the event certificate herein sought is granted.

The Pacific Electric Railway Company, City Transfer & Storage Company, Los Angeles & San Pedro Transportation Company, and American Railway Express Company protested the granting of this application.

The applicant has been operating a delivery service of packages, parcels and cartons under 100 pounds each in weight solely within the city of Los Angeles for some time and has a large number of customers who have requested the establishment of the service herein proposed for the reason that all of these customers, and many other business firms, have large interurban sales and deliveries. Many of these customers and other representatives of business firms testified at the hearing that they had been unable to make prompt and satisfactory deliveries to the various points proposed to be served and in many instances have discouraged their out of town business because immediate deliveries could not be promised. Many of the stores or business houses who desire this proposed delivery service are engaged in the sale of fragile goods and breakable merchandise and art and millinery goods, also paints and liquid materials. Merchant tailors, both wholesale and retail, and haberdashers make large sales in the territory proposed to be covered and have requested this service of applicant. These various merchants testified to the effect that the service offered by the American Railway Express Company, and the other protesting transportation companies, does not meet the needs of their particular business, which as a rule, requires immediate and direct deliveries. It was shown that the parcel post is often used for sending small packages, but even this means is not satisfactory or prompt enough for many customers. The regulations of the American Railway Express Company in reference to

packing and crating delicate and fragile goods will be entirely obviated and not required under this special service. Applicant will, in all cases, obtain a receipt from the consignee, which is required by the firms requesting this particular delivery service. It was further shown by applicant that by operating over the three proposed routes, with the necessary diversions, deliveries can be made by him more promptly and efficiently than any of the protesting transportation companies by reason of the fact that all consignments will be assembled at headquarters indicated in the application and that all trucks will leave at 1:30 each morning, except Sundays, and that there will be no back haul of anything except goods refused or not delivered to the buyer.

Protestant, Los Angeles & San Pedro Transportation Company operates a truck service between Los Angeles & San Pedro, by way of Wilmington. The City Transfer & Storage Company operates a truck service between Los Angeles and Long Beach. These protestants offered in evidence their respective time and rate schedules showing that they operate at least three daily trips over their respective routes and that they handle, inbound and outbound, all kinds of freight without limitation as to weight and handle daily mixed loads on all trips.

The service of the protesting transportation companies hauling by motor truck, as well as the American Railway Express Company, is designed to meet the requirements of the public in the transportation of all kinds of goods, wares and merchandise, rather than for the specific class or kind of goods or limited shipments to which applicant has in the past and in the future intends to confine his business.

After a careful consideration of all the evidence, we are of the opinion and find as a fact that public convenience and necessity requires the operation by said applicant of this

proposed delivery service and the application should be granted.

ORDER

A public hearing having been held in the above named application and the matter being submitted and now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by Joseph S. Meiklejohn, doing business under the name of Meiklejohn's Delivery, of an automobile truck service as a common carrier of packages, parcels and cartons under 100 pounds each in weight between Los Angeles, Long Beach, San Pedro, Redondo, Venice, Ocean Park, Santa Monica, Alhambra, Pasadena, and Glendale and intermediate points.

Provided, however, that all pick-ups for delivery shall be limited in the City of Los Angeles to the following district, bounded as follows, to-wit:

On the north by Sunset Boulevard; on the west by Vermont; on the south by Santa Barbara; on the east by Alameda,

with the exception of goods delivered to a wrong address, or returned to shipper.

Provided further, that the operative rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the said service abandoned unless the written consent of the Railroad Commission thereto has first been provided, and,

Provided further, that no vehicle may be operated in said service unless said vehicle is owned by the applicant herein or is leased by said applicant under a contract or agreement satisfactory to the Railroad Commission.

IT IS HEREBY ORDERED that applicant shall, within twenty days from the date hereof, file with the Railroad Commission, his time schedule and rates, covering said pro-

posed service, which shall be in addition to the proposed time schedule and rates accompanying the application, and shall set forth the date upon which the operation of the line hereby authorized will commence, which date shall be within sixty days from date hereof, unless time to begin operation is extended by formal supplementary order.

Dated at San Francisco, California, this 5th day of August, 1921.

H. B. Anderson
H. D. Loveland

Dwight Waiters

J. P. Anderson