

Decision No. ~~449~~ 9791

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
SERVICE MOTOR TRANSPORTATION COMPANY
for certificate of public convenience
and necessity to operate freight truck
service.

Application No. 7242.

ORIGINAL

Archer Bowden for Applicant.
Devlin & Brookman for McLenegan & Son,
(Pioneer Express).
A. Shillingsberg and L. N. Bradshaw
for Southern Pacific Company.
L. N. Bradshaw for American Railway
Express Company.

BY THE COMMISSION.

O P I N I O N

A public hearing was held by Examiner Westover at Santa Cruz upon the above application for authority to operate a freight truck service between San Jose and Santa Cruz and intermediate points, three round trips per week.

Applicants propose to operate the service in connection with its present authorized service between San Francisco, San Jose, Salinas, Soledad and Monterey, but with the stipulation that no local business will be done between San Francisco, San Jose or intermediate points, but only between points south of San Jose and between San Jose and Santa Cruz via Los Gatos, returning via Watsonville, and also to operate alternate trips via Salinas and Watsonville, returning via Los Gatos. It appears from the testimony that trucks would pass through San Jose at about 3:00 or 4:00 A.M. and

arrive at Santa Cruz at 7:00 A.M. Applicants' testimony was confined to traffic movement between San Francisco, San Jose and Santa Cruz, ^{and} /possible movement from Salinas to Santa Cruz of produce grown in the Salinas Valley.

The Southern Pacific Company presented an exhibit showing l.c.l. freight handled for the month of September, 1921, indicating the number of cars counted in making up the average, the average hours elapsed between 4:00 P.M. of the day of shipment and the time next day when the freight was available for delivery and the total volume of l.c.l. business. From this it appears that a total of 19 tons moved between San Francisco and Santa Cruz in 47 cars, and a total of 23.2 tons moved between San Francisco and San Jose in 42 cars, that the average time required between San Francisco and Santa Cruz was 16 hours, and the average time between Santa Cruz and San Jose was 15 hours.

The most striking testimony on behalf of applicant was to the effect that San Francisco freight is at present received at Santa Cruz at 9:00 A.M. the next day, although fruit and perishables from San Jose are not received until the following afternoon, and that the drayage service is slow and irregular. As the proposed service is to be operated but three times per week, it does not appear that shipments on alternate days by the truck line would have opportunity to be delivered earlier in the day or in a shorter time than by the present rail service.

It does not appear that the granting of the application would improve the service, nor that public convenience and necessity require it. Apparently local drayage should be expedited.

ORDER

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

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity do not require the operation by G. R. Beard

and J. G. Shaw, partners in business under the fictitious name of Service Motor Transportation Company, of a freight truck service between San Francisco or San Jose and Santa Cruz, via Los Gatos or via Salinas or Watsonville.

IT IS HEREBY ORDERED that the application be and it is hereby denied.

Dated at San Francisco, California, this 13^d day of November, 1921.

H. B. Brundage

David W. Martin

David H. ...

J. W. ...

Commissioners.