

Decision No. 9807

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application, of  
PIONEER EXPRESS (S. B. McLenegan &  
Son) for certificate of public con-  
venience and necessity to operate  
express service between San Francisco  
and Santa Cruz.

Application No. 7225.

Devlin & Brookman for Applicants.  
Archer Bowden for Shaw & Beard,  
partners as Service Motor Trans-  
portation Company.  
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 of S. B. McLenegan and C. S. McLenegan, partners in business under the name of McLenegan & Son; seeking authority to operate, under the name of Pioneer Express, an automotive express service between San Francisco and Santa Cruz, one round trip daily.

The application alleges inadequacy of existing service due to shipments being delayed in transit, delayed in delivery at destination, and inconvenient train schedules. The only present service is that of American Railway Express Company operating over the lines of the Southern Pacific Company, with wagon service at San Francisco and Santa Cruz.

Applicants now operate by authority of the Commission between San Francisco and San Jose, rendering a service which is commended by several large shippers. They propose to haul goods from San Francisco by truck, leaving at 8:00 P.M. and arriving at 7:00 A.M. daily, when loads will be transferred and delivered in Santa Cruz by lighter truck. It appears from the testimony of applicants' only witness that 75% of applicants' present shipments out of San Francisco are ready after 3:00 P.M. They were informed that such shipments did not leave by American Railway Express until 8:00 A.M., the following morning, arriving at Santa Cruz 3½ hours later and being delivered that afternoon. As a result of a canvass made in Santa Cruz, applicants were given orders by 22 shippers, directing that their shipments be routed by applicants' proposed line if and when authorized.

It appears that the American Railway Express Company operates six round trips daily between San Francisco and Santa Cruz and that 80% of its Santa Cruz business leaves San Francisco at 8:00 P.M., arriving at Santa Cruz by local train from Watsonville Junction at 8:00 A.M. the following morning. This service on the local train was installed last June, the train at that time arriving at 7:00 A.M., the time of arrival of the local train being changed on September 12th last to 8:00 A.M. Two 2-horse wagons meet the train and deliveries are made direct, one covering the business district and one the residence district. The wagons leave 30 to 40 minutes after the arrival of the train, being as soon as the waybills can be checked, goods routed, and wagons loaded. Deliveries are usually completed by 11:00 or 12:00 o'clock, depending upon the amount of business handled. The remaining 20% of its shipments are handled on the trains leaving San Francisco at 8:00 A.M., arriving at Santa Cruz at 11:35 A.M., carrying films from the east, perishables and high valued goods; and the train leaving San Francisco at 4:00 P.M., arriving at Santa Cruz at 7:00 P.M.

The company reports but few isolated cases of complaint of its service, and presented testimony of local merchants to the effect that its service is excellent.

The proposed service is of the same character as that of the present carrier, except that the proposed schedule provides for arrival in Santa Cruz an hour earlier. It does not appear that local deliveries by truck will necessarily be faster than by the two wagons used by the express company. While the proposed rates on first-class shipments are a trifle lower than present rates, they are much higher on most commodities. If conditions warrant or will support an improved service, the present carrier should be given opportunity to provide it by improving or developing its six round trips daily, three of which appear to be patronized by Santa Cruz shippers, rather than to authorize the proposed service of one round trip daily.

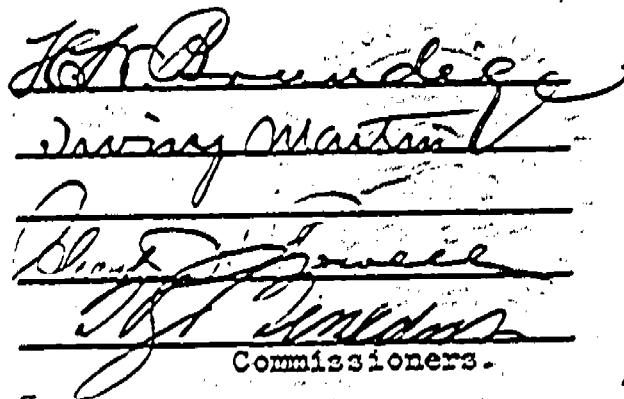
ORDER

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 S. B. McLennan and C. S. McLennan, or either of them, of an express service between San Francisco and Santa Cruz.

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

Dated at San Francisco, California, this 23<sup>rd</sup> day of November, 1921.

  
Commissioners.