

Decision No. 26016

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of C. W. CARLSTROM for certificate of public convenience and necessity to operate a Motor Truck service, as a common carrier, between San Diego, California, and San Francisco, California, and between said points on the one hand and points North of Long Beach, California, on the other hand.

Application No. 18433.

**ORIGINAL**

F. A. Jones and C. J. Gamble, for applicant,  
Lewis Clark, for Bekins Van Lines and Lyons Van Lines,  
protestants.  
R. E. Wedekind and C. W. Cornell, for Pacific Motor  
Transport Company, protestant.  
Lee Warren, for Coast Truck Line, protestant.  
Leo E. Sievert, for The Atchison, Topeka & Santa Fe  
Railway Co., protestant.  
Ellis Brown, for Triangle Transfer & Storage Co.,  
protestant.

BY THE COMMISSION:

O P I N I O N

C. W. Carlstrom has petitioned the Railroad Commission for an order declaring that public convenience and necessity require the operation by him of an auto truck service, as a common carrier of household goods between San Diego and San Francisco and between said points on the one hand, and points north of Long Beach on the other hand.

A public hearing on this application was conducted by Examiner Handford at San Diego, the matter was submitted and is now ready for decision.

Applicant proposes to charge rates in accordance with a schedule as attached to the application, to operate on a schedule of one round trip per week or more trips if the demands of traffic warrant, using as equipment Chevrolet six wheel standard van equipment.

Applicant relies as justification for the granting of the desired certificate upon the following alleged facts: That there is no through continuous service now being rendered by any certified motor carrier between the points herein sought to be served, that steamship and rail carriers now operating require that shipments of household goods and furniture be boxed or crated before being transported and that the only certified motor transportation service now available between San Diego and San Francisco requires a transfer and rehandling of shipments at Los Angeles with the attendant hazard of damage and delay incident thereto, and that the public is entitled to through service and through rates on household goods, not packed, boxed or crated from residence to residence with the attendant saving in cost and time and without the liability of delay, loss or damage now occasioned by transfer of goods in transit.

C. W. Carlstrom, applicant herein, testified that he had been in the transportation and storage business in San Diego for about four years and that he had estimated the operating costs of the proposed service to be about 9¢ per truck mile. His present investment in the transportation and storage business is in the neighborhood of \$15,000. Applicant owns the equipment proposed to be used in this service and is willing and able to furnish additional equipment if the demands of traffic should so require. No service is proposed to or from Los Angeles as the route proposed by applicant contemplates a detour of the City of Los Angeles proper.

Three witnesses engaged in the local transfer business at San Diego testified for the applicant. These witnesses testified that they received frequent calls for long distance hauling of household goods and personal effects which they would be glad to refer to the applicant if the desired certificate were granted.

Many calls are made from employes of the U. S. Navy who may have been ordered to transfer from San Diego to Long Beach, San Pedro or San Francisco. It appears, however, that the Navy Department assumes the cost of transportation of household goods when transfers are made on government order and also arranges for the transportation by contract. Two other witnesses, residents of San Diego, testified in behalf of applicant.

The granting of the desired certificate is protested by The Atchison, Topeka and Santa Fe Railway Company and by Bekins Van Lines, also by Lyon Van Lines as regards proposed service north of Los Angeles.

These protestants claim to have ample equipment to care for any shipments offered and that there is not sufficient business to justify the addition of another carrier into the proposed territory.

The Atchison, Topeka and Santa Fe Railway claims to have ample equipment to meet all needs and have now arranged for pick-up and delivery service which is offered to shippers and receivers at San Diego, San Francisco and other principal points. This protestant requires crating or other protection on all shipments of household goods. Truck transportation does not require that such shipments be crated.

E. B. Gould, a witness for Lyon Van Lines, Inc., testified that his company was now operating over 100 pieces of equipment over its lines and that additional equipment was now laid up as there was no business to justify its operation. An exhibit filed by this witness (Exhibit No. 7) showing business handled between Los Angeles and San Francisco during the period from August 2, 1932, to March 7, 1933, shows the following percentage of loaded equipment during such period.

Full Capacity Load via Valley Line . . . . .	4%
Full Capacity Load via Coast Line . . . . .	8%
Over 50% of Full Capacity Load via Coast Line . . . . .	20%
Over 50% of Full Capacity Load via Valley Line . . . . .	27%
Less than 50% of Full Capacity Load via Coast Line . . . . .	26%
Less than 50% of Full Capacity Load via Valley Line. . . . .	<u>15%</u>
Total,	100%

F. R. Bekins, a witness on behalf of Bekins Van Lines, testified that his company was extensively in the business of transporting household goods now operating over the territory herein proposed to be served by the applicant, having from 24 to 30 pieces of equipment assigned to such portion of their routes. At the present time, much of the equipment of witness company is idle as there is but little movement of household goods. An exhibit presented by this witness (Exhibit No. 8) shows the trips made between San Diego and San Francisco by Bekins Van Lines for the period August 2, 1932, to February 21, 1933, and the following conclusion from such exhibit is of interest:

Full Loads . . . . .	33	trips	or	28.9%
Loads over 51% capacity of truck . . . . .	38	"	"	33.3%
Loads under 51% of capacity of truck . . . . .	32	"	"	28.1%
Empty trucks . . . . .	<u>11</u>	"	"	<u>9.7%</u>
Total Trips . . . . .	114			100.0%

We have carefully considered the record in this proceeding and conclude therefrom that applicant has not presented evidence that would justify the Commission in declaring that public convenience and necessity require the service as herein proposed. Present authorized carriers, both by rail and truck, have ample equipment that is at present largely unused and there is no substantial complaint as to existing rates or service which is being rendered. The application herein should be denied.

O R D E R

A public hearing having been held in the above entitled application, the matter having been duly submitted and the Commission being now fully advised,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

HEREBY DECLARES that public convenience and necessity do not require the operation by C. W. Carlstrom of an automobile truck service as a common carrier of household goods and personal effects between San Diego and San Francisco and between said points on the one hand, and points north of Long Beach on the other hand, and

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

Dated at San Francisco, California, this 8<sup>th</sup> day of

June, 1933.

C. L. Stearns  
Leon Swadlow  
W. J. C. C.  
M. B. Harris  
W. H. Adams

Commissioners.