Decision No. 26555

HEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of BENJAMIN S. GOLDEERG and J. H. GOLDEERG, doing business under the fictitious firm name and style of Goldberg Film Delivery, for a certificate of public convenience and necessity to operate an express service between Los Angeles and Glendale, Chula Vista, Calexico, Compton, Redondo Beach and Visalia, and intermediate points over the routes set forth in the application.

In the Matter of the Application of J. N. ANDERSON, operating under the firm name and style of The J. N. Anderson Theatre Service, for supplemental certificate of public convenience and necessity to operate a freight and special messenger film service as a common carrier to include Redondo, Hermosa Beach, Manhattan Beach, El Segundo, Hawthorne and Inglewood in Route 1; Hynes, Clearwater, Bellflower, Artesia, Norwalk and Downey in Route 2; and all intermediate points; and to consolhdate the proposed new territory herein applied for, with the territory new being served under certificate issued on Application No.12482 and Decision No.16541.

) Amended) Application) No.18271

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) Application) No.18504

Phil Jacobson, for Goldberg Film Delivery.
Knight & Armour, by Merrill Armour, for J. N. Anderson.
H. W. Hobbs, for Southern Pacific Company and Pacific Motor Transport Company.
Edward Stern, for Railway Express Agency, Inc.
C. E. Kimbrough, for Kimbrough Film Delivery Service.

BY THE COMMISSION -

<u>OPINION</u>

Both applicants by their petitions: for rehearing seek modification of the order in Decision No.26229, issued August 14, 1933, herein.

Public hearing thereon was conducted by Examiner Kennedy at Los Angeles.

Applicant Goldberg Film Delivery seeks inclusion of Inglewood, Hyde Park and Hawthorne in points to be served on its

Route No.4. At the hearing applicent stipulted that Redondo Beach, a point included in Route No.4, might be excluded and applicant withdrew protest to granting Redondo Beach, Hermosa Beach and El Segundo to applicant Anderson. It appears from the record that these points have not been served by Coldberg and that he has in the past and now does serve Inglewood, Hyde Park and Hawthorne, points included in the Anderson application and granted to him. The record is satisfying that two carriers are now and have been giving service to the three points last named and that to permit Goldberg to serve them will only retain for him some business he has long enjoyed and which his patrons wish continued. In this respect the order will be amended.

Applicant Anderson objected to Route No.4 because it included the points of El Segundo, Hermosa Beach, and Redondo Beach, Torrance, Moneta and Gardena. The objection was based upon a phrase in the opinion, referring to "certain points" that two mervices were unnecessary. We believe the revised order following will correct, as equitably based on the reword, the operating rights of both parties.

Protests by Southern Pacific Company, Railway Express Agency and Pacific Motor Transport Company were withdrawn when both applicants stipulated no additional commodities were sought. Protest of C. E. Kimbrough was withdrawn upon stipulation by Coldberg that he would route his service to March Field and points beyond over the Valley Boulevard, via Riverside and no other route.

ORDER

IT IS HEREEY OFDERED that the order in Decision No.26229, issued August 14, 1933, granting certain rights to Benjamin S. Goldberg and J. H. Coldborg be and it hereby is amended to read as follows:

2.

<u>Route No. 3</u> - Along Valley Boulevard, via Ontario, Riverside, March Field, thence over Jackrabbit Trail to Banning, thence along State Highway to Calexico, serving Holtville by diversion.

Route No.4 - North on Cabuenga to North Hollywood, thence south on Cabuenga to Sunset, west on Sunset to West Hollywood, Beverly Hills, Sawtelle, Santa Monica and Culver City, thence to Inglewood, Hawthorne and Hyde Park, returning via Western Avenue to termini.

In all other respects Decision No.26229 shall remain unchanged.

Dated at San Francisco, California, this <u>25</u> day of <u>November</u>, 1933.

3.