

ORIGINAL

Decision No. 34483

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
PACIFIC MOTOR TRUCKING COMPANY, a  
corporation, for a certificate of  
public convenience and necessity for  
the transportation of property by  
motor trucks between Salinas and  
Spreckels, California, as an exten-  
sion and enlargement of its existing  
rights between Salinas and King City,  
California.

Application No. 24316

E. L. VAN DELLEN, JR., for Applicant and for  
Southern Pacific Company, Intervenor.

BAKER, Commissioner:

O P I N I O N

Pacific Motor Trucking Company, a corporation, in the  
above-entitled application, as amended, requests a certificate  
of public convenience and necessity authorizing the establishment  
and operation of a highway common carrier service between Salinas  
and Spreckels and the territory within a radius of one mile of  
the Southern Pacific Company depot at Spreckels.

A public hearing thereon was had at Salinas on July 18,  
1941, and the matter having been taken under submission is now  
ready for decision.

No one appeared in opposition to the granting of the  
application. Applicant proposes a daily except Sunday and holi-  
day service, leaving Salinas at 7:00 A.M. and arriving at Spreck-  
els at 7:15 A.M. On the return trip, the leaving time from  
Spreckels would be 7:30 A.M. and the arrival at Salinas would be  
7:45 A.M. For operating convenience applicant proposes to use

three different available routes. Applicant presently operates a highway common carrier service between Salinas and King City and intermediate points. Spreckels is an unincorporated point lying off-route from applicant's present operation between Salinas and King City and the authority requested is sought as an extension and enlargement of that right.

The principal shipper and receiver of freight at Spreckels is the Spreckels Sugar Company, whose traffic manager was the only public witness appearing in support of the application. From his testimony and the record it appears that the present rail service of the Southern Pacific Company to and from Spreckels is arranged to meet the shipper's carload requirements for outbound traffic. This traffic is generally moved from the company's plant during the afternoon, sometimes as late as 5:00 P.M., which results in a delay of delivery of inbound less-than-carload traffic, which is not satisfactory to the needs of the sugar company which desires morning delivery of that traffic. The witness stated that during the year 1940 this inbound less-than-carload traffic consisted of 1,028 shipments, amounting to 461.152 tons. The instant application was filed at his suggestion in order to overcome the unnecessary and annoying delays in delivery of the less-than-carload traffic referred to.

It was shown that it now requires approximately 39 hours for the transportation of less-than-carload shipments from San Francisco, Oakland and Los Angeles to Spreckels and, that under the proposed highway common carrier service, which will be coordinated with the Southern Pacific rail service, the time required for transportation between those points will be approximately 13 hours. It was shown that the only other method under which Southern Pacific could provide an early morning delivery of

less-than-carload traffic to Spreckels would be by the establishment and operation of a local switch engine service from Salinas. The establishment of that service would entail an annual outlay of \$13,134. It was further shown that by the establishment of the proposed truck operation the annual expense involved would amount to \$537. The improvements of the service would be three-fold: (1) consignees at Spreckels would receive a pickup and delivery service which is not now provided; (2) there would be an improvement in the elapsed transit time; and (3) the proposed truck service would be much more flexible than the rail, and the schedules could be more readily changed to meet the needs of the shipping public.

It was shown that there is no other common carrier in the field that will be affected by the granting of this application. A careful analysis of the record leads to the conclusion, and I so find, that public convenience and necessity require the establishment and operation of the proposed service.

I recommend the following form of order:

#### O R D E R

A public hearing thereon having been held, the Commission now being fully advised, and it being found that public convenience and necessity so require:

IT IS ORDERED that a certificate of public convenience and necessity hereby is granted to Pacific Motor Trucking Company, a corporation, for the establishment and operation of a highway common carrier service between Salinas and Spreckels and within a radius of one (1) mile of the Southern Pacific Company depot at Spreckels, as an extension and enlargement of the operative right

heretofore acquired by said Pacific Motor Trucking Company under the authority of the Commission's Decision No. 29004 (Application No. 20666) and created by the Commission's Decision No. 33936 (Application No. 23941).

IT IS FURTHER ORDERED that the foregoing service shall be provided pursuant to the following service regulations:

1. Applicant shall file an acceptance of the certificate herein granted within thirty (30) days from the effective date hereof.
2. Applicant shall comply with the rules of the Commission's General Order No. 80 and with Part IV of the Commission's General Order No. 93-A, by filing in triplicate tariffs and time schedules as required by such rules in a form satisfactory to the Commission within sixty (60) days from the effective date of this order and upon not less than five (5) days' notice to the Commission and the public.
3. Subject to the authority of the Commission hereafter to modify or change them, the service under the foregoing certificate shall be provided over any or all of the following routes, to-wit:
  - a. Between the intersection of U. S. Highway No. 101 and Harkins Road and Spreckels via Harkins Road, Hatton Avenue and Spreckels Boulevard.
  - b. Between Salinas and Spreckels via the Salinas-Monterey Highway and Spreckels Boulevard.
  - c. Between the intersection of U. S. Highway No. 101 and Harris Road and Spreckels, via Harris Road and Spreckels Boulevard.

The effective date of this order shall be twenty (20) days from the date hereof.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at Los Angeles, California, this 5<sup>th</sup> day of August, 1941.

[Signature]  
Ray L. Ciley  
Justin F. Casner  
Francis D. Horner  
[Signature]