



Utilities Act and of the Commission's minimum rate order.<sup>2</sup>  
This case was consolidated for hearing and decision with the  
instant application. On January 30, 1942, applicants filed a  
complaint<sup>3</sup> against Twentieth Century Delivery Service, Inc.,  
charging violation of the Public Utilities Act and of the  
Commission's minimum rate order.<sup>4</sup> A motion was made by applicants  
to consolidate their complaint case for hearing and decision with  
the above mentioned consolidated proceedings, which motion was  
denied.

During the hearing all parties entered into a stipulation  
that the protests be withdrawn and the complaints filed be  
dismissed upon the filing of an amended application limiting the  
proposed service between wholesalers and retailers in Los Angeles,  
Belvedere Gardens, Florence and Walnut Park. On April 28, 1942,  
an amended application was filed in accordance with the terms of  
said stipulation, and, accordingly, the protests were withdrawn  
and said complaints dismissed.

The facts submitted as justification for the granting of  
this application are without conflict and are briefly set forth  
herein.

Applicant Frank J. Brown has been engaged in the business of  
operating trucks for hire in varying capacities for several years  
prior to the filing of this application, and as an outgrowth of  
his transportation experience, conceived the idea of transporting  
wearing apparel, consisting of suits and dresses, on hangers,  
thereby eliminating the time and expense of packing wrapping  
and pressing. The testimony of twenty wholesale and retail  
dealers handling ready to wear garments clearly establishes

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<sup>2</sup> Decision No. 32504, as amended, in Case No. 4121.

<sup>3</sup> Case No. 4624.

<sup>4</sup> Decision No. 32504, as amended, in Case No. 4121; Decision  
No. 31606, as amended, in Case No. 4246.

that the ready to wear business is highly competitive and the margin of profit is reduced to a minimum. The delay of a day or two incidental to receiving garments wrapped in packages and requiring pressing where a quick turn-over is essential, necessitates additional stock. The proposed service also will enable the retailers to reduce their stock immeasurably, because garments so delivered may be exhibited immediately to customers. The testimony established that there was a saving of from twenty to thirty cents on an average in the handling of garments by the proposed service. In August, 1940, applicants commenced the delivery of garments on hangers in bags and since that time the service has met with such complete approval by those engaged in the ready to wear business that applicants found it necessary to continually increase equipment, until at the present time applicants are using seven specially constructed trucks for this purpose.<sup>5</sup> The chief reason for the increase is due to the demands from consignees and consignors in communities adjacent to Los Angeles, who compete with those now having said service. At present the demands are such that the service can only be performed as a highway common carrier operation.

In conducting the proposed service it is necessary from time to time to transport hangers, bags and merchandise to and from the shippers in package form. These packages ordinarily never exceed eight pounds in weight and are shipped in company with garments on hangers in bags. The stipulation provides that in the performance of this service applicant shall not transport merchandise of a type or a kind or in a shipping form not included within the scope of the certificate by use of equipment in which merchandise covered by this certificate is contemporaneously being transported.

It clearly appears from the testimony of the witnesses engaged in the ready to wear business that there is a definite need for the proposed service.

The evidence further establishes that applicants' financial status, equipment and experience are such that said service can be performed satisfactorily.

From a careful consideration of the evidence as shown by the entire record, it is hereby found as a fact that public convenience and necessity require the establishment and operation of a highway common carrier service for the transportation of garments, clothing and wearing apparel between wholesalers and retailers in Los Angeles, Belvedere Gardens, Florence and Walnut Park.

#### O R D E R

Public hearing having been held in the above entitled proceeding, the matter having been duly submitted and the Commission now being fully advised,

IT IS ORDERED that a certificate of public convenience and necessity be and it is hereby granted to Frank J. Brown and Mascotte Ralston, co-partners doing business as A. & B. Garment Delivery, for the establishment and operation of a highway common carrier service for the transportation of garments, clothing and wearing apparel on hangers, and merchandise in packages weighing not to exceed eight pounds, to be used in connection with and shipped in company with garments in bags, between wholesalers and retailers in Los Angeles, Belvedere Gardens, Florence and Walnut Park.

Frank J. Brown and Mascotte Ralston, co-partners, doing business as A. & B. Garment Delivery, their successors or assigns, may never claim before this Commission or any court or other public body a value for the authority hereby granted in excess of the actual cost thereof.

IT IS FURTHER ORDERED that in the operation of said highway common carrier service pursuant to the foregoing certificate, Frank J. Brown and Mascotte Ralston, co-partners, doing business as A. & B. Garment Delivery, shall comply with and observe the following service regulations:

1. File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the date hereof.
2. Subject to the authority of this Commission to change or modify such at any time by further order, conduct said highway common carrier service over and along the following routes:

BELVEDERE GARDENS:

Commencing at the intersection of Indiana Street and 9th Street, thence east on 9th Street to Anaheim-Telegraph Road, thence southeast on Anaheim-Telegraph Road to Atlantic Boulevard, thence north on Atlantic Boulevard to Brooklyn Avenue, thence west on Brooklyn Avenue to Eastern Avenue, thence north on Eastern Avenue to the Los Angeles City Limits, thence west and south along the eastern Los Angeles City Limits to point of commencement.

FLORENCE:

Commencing at the intersection of Alameda Street and 58th Place, thence west on 58th Place to Central Avenue, thence south on Central Avenue to 107th Street, thence east on 107th Street to Success Avenue, thence north on Success Avenue to 92nd Street, thence east on 92nd Street to Compton Avenue, thence north on Compton Avenue to 91st Street, thence east on 91st Street to Maie Avenue, thence south on Maie Avenue to 92nd Street, thence east on 92nd Street to Croesus Street, thence south on Croesus Street and the Los Angeles City Limits to 103rd Street, thence east on 103rd Street to the Los Angeles City Limits, thence south along the Los Angeles City Limits to Imperial Highway, thence east on Imperial Highway to Alameda Street, thence north on Alameda Street to Century Boulevard, thence east on Century Boulevard to Santa Fe Avenue, thence north on Santa Fe Avenue to Tweedy Boulevard, thence west on Tweedy Boulevard to Alameda Street, thence north on Alameda Street to the point of commencement.

WALNUT PARK:

Commencing at the intersection of Florence Avenue and Alameda Street, thence south on Alameda Street to Southern Avenue, thence east on Southern Avenue to Santa Fe Avenue, thence north on Santa Fe Avenue to Independence Avenue, thence east on Independence Avenue to Long Beach Boulevard, thence north on Long Beach Boulevard to Santa Ana Street, thence east on Santa Ana Street to Madison Avenue, thence north on Madison Avenue to Walnut Street, thence west on Walnut Street to Mountain View Avenue, thence north on Mountain View Avenue to Florence Avenue, thence west on Florence Avenue to point of commencement.

3. Comply with the requirements of the Commission's General Order No. 79 and Part IV of General Order No. 93-A by filing in triplicate and concurrently making effective tariffs and time schedules set forth in Exhibit "B" of the amended application, and satisfactory to the Commission within sixty (60) days from the effective date hereof and on not less than one (1) day's notice to the Commission and the public.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 9<sup>th</sup> day of

June, 1942.

Justus F. Craven  
Ray H. Rice  
[Signature]  
[Signature]

COMMISSIONERS