

ORIGINAL

Decision No. 46939

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
 of RAILWAY EXPRESS AGENCY, INCCOR- )  
 PORATED for certificate of public )  
 convenience and necessity for the )  
 transportation of property by )  
 motor truck between Burbank (Lock- )  
 heed Air Terminal), on the one hand, )  
 and Los Angeles on the other hand; )  
 and other points as named herein )  
 in Southern California; and between )  
 San Francisco, on the one hand, and )  
 San Francisco Airport (Mills Field) )  
 on the other hand, serving also )  
 South San Francisco and San Bruno. )

Application No. 25649  
 1st Supplemental

O P I N I O N

Railway Express Agency, Incorporated, a Delaware corporation (1), requests a certificate of public convenience and necessity authorizing the establishment and operation of a service as a highway common carrier, as defined in Section 2-3/4 of the Public Utilities Act, for the transportation of air express between Los Angeles Airport, on the one hand, and Bell, Beverly Hills, Burbank (Lockheed Terminal), Culver City, Glendale, Hawthorne, Huntington Park, Inglewood, Lennox, Los Angeles, Maywood, Santa Monica, South Gate, Vernon, Walnut Park and West Los Angeles on the other, and between Burbank (Lockheed Terminal) on the one hand, and Bell,

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(1) Although applicant is a foreign corporation, incorporated under the laws of Delaware, it is qualified, under Section 26 of the Public Utilities Act, to engage in public utility business in California.

Hawthorne, Inglewood, Huntington Park, Lennox, Maywood, South Gate, Vernon and Walnut Park, on the other.

In support of this application it is pointed out that there has now been completed and placed in operation an airport designated as Los Angeles Airport and located in the City of Los Angeles, in the vicinity of Inglewood. Air carriers, transporting air express, use this field interchangeably with the air field designated as Lockheed Air Terminal at Burbank. Air services arriving and departing from both of these fields transport air express originating at, or destined to, the points proposed to be served.

It is alleged that the proposed service is a specialized one inasmuch as air express traffic must be handled expeditiously. The proposed service will not affect other certificated carriers since they have been notified of this application and have indicated no objections thereto.

Applicant presently operates under a certificate from this Commission, between the Lockheed Air Terminal at Burbank and certain points in Southern California, in the conduct of a service similar to the one proposed herein<sup>(2)</sup>. This proposed service will be an extension of these existing rights.

Applicant also operates as an express corporation, as defined by Section 2k of the Public Utilities Act, and it will conduct its motor service so as to coordinate it with the schedules of the various air lines operating as underlying carriers of the express business of applicant. At the present time this air express

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(2) Decision No. 36576, dated August 31, 1943

includes articles of high value, perishables, seasonal merchandise, samples, motion picture films, and repair parts for machinery.

Upon full consideration of the matter we are of the opinion that the proposed operation is in the public interest and, therefore, the application will be granted. A public hearing is not necessary.

### O R D E R

Application having been made in the above-entitled matter, and the Commission being fully advised and finding that public convenience and necessity so require,

#### IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Railway Express Agency, Incorporated (a Delaware corporation), authorizing the establishment and operation of a service as a highway common carrier, as defined in Section 2-3/4 of the Public Utilities Act, for the transportation of property, as an addition to, and extension of, its existing rights, along the routes and between the points hereinafter specified, subject to the following limitation:

Applicant's service shall be limited to the transportation of express traffic moving in the custody of Railway Express Agency, Incorporated, under through bills of lading or express receipts, and said traffic shall receive, in addition to the highway carrier movement by applicant, an immediately prior or subsequent movement by aerial transportation facilities.

(2) In providing service pursuant to the foregoing certificate, applicant shall observe the following service regulations:

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
- (b) Applicant shall, within sixty (60) days from the effective date hereof and upon not less than one (1) day's notice to the Commission and the public, establish the service herein authorized and comply with the provisions of General Order No. 80 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective, tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Railway Express Agency, Incorporated shall conduct said highway common carrier service over and along the following described routes:

In Addition to the routes 1, 2, and 3 shown on pages 5 and 6 of Decision No. 36576, in re Application No. 25649 (except that the address of applicant's Burbank office has been changed from 320 South San Fernando Road to 334 South Glenoaks Boulevard), additional routes necessary to serve both airports and the points shown in Paragraph II of First Supplemental Application are as follows:

- (a) Between Los Angeles Union Passenger Terminal Depot and the Los Angeles Airport

Via Aliso Street, Spring Street, 2nd Street, Beverly Boulevard, Rossmore Avenue, Vine Street, Santa Monica Boulevard (U.S. Highway 66), to Los Angeles County; thence to La Brea Avenue, and south on La Brea Avenue to Romaine Street, and Los Angeles city limits, continuing on La Brea Avenue to Los Angeles city limits at the intersection of Coliseum Street; thence on La Brea Avenue to Inglewood City Limits, continuing on La Brea Avenue, Redondo Boulevard, Arbor Vitae Street, Century Boulevard to Los Angeles Airport.

- (b) Between Los Angeles Union Passenger Terminal Depot (Los Angeles) and Bell, Huntington Park, Maywood, South Gate, Vernon, Walnut Park, also certain parts of Los Angeles County, California.

Via Alameda Street to the intersection of 25th Street and Los Angeles city limits, thence via

25th Street and other streets and avenues to Downey Road and Maywood city limits and Slauson Avenue, thence via Slauson Avenue and other streets and avenues to Atlantic Avenue and Randolph Street and Bell city limits, thence via various streets and avenues in Los Angeles County unincorporated territory to Slauson Avenue and Garfield Avenue, thence via Gage Avenue, Eastern Avenue, and Firestone Boulevard to South Gate city limits, thence via Atlantic Avenue and other streets and avenues in the City of South Gate to Century Boulevard and Alameda Street, returning via Alameda Street and various streets and avenues in Walnut Park to Slauson Avenue and Los Angeles city limits, thence via various streets in Los Angeles City to Los Angeles Passenger Union Terminal Depot, Los Angeles.

- (c) Between Los Angeles (Hollywood Branch Express Office) and Beverly Hills, Culver City, Hawthorne, Inglewood, Lennox, Santa Monica, and West Los Angeles.

From Railway Express Agency's Los Angeles (Hollywood Branch) office, thence west on Santa Monica Boulevard to Beverly Hills city limits; thence via various streets and avenues in the city of Beverly Hills to the intersection of Wilshire Boulevard and Los Angeles city limits; thence via Wilshire Boulevard, Westwood Boulevard, and other streets and avenues in the city of Los Angeles to the intersection of Santa Monica Boulevard with Santa Monica city limits; thence via various streets and avenues in the City of Santa Monica to the intersection of Lincoln Boulevard and Los Angeles city limits, via various streets and avenues within the city of Los Angeles to the intersection of Venice Boulevard and Sepulveda Boulevard (State Highway 7); thence south on Sepulveda Boulevard to the intersection of Imperial Highway; thence east on Imperial Highway to the intersection of La Brea Avenue - Hawthorne Avenue (State Highway 107); thence south on Hawthorne Avenue and other streets and avenues in the city of Hawthorne to Rosecrans Avenue, returning north on Hawthorne Avenue to La Brea Avenue; thence via La Brea Avenue and other streets and avenues in the cities of Lennox and Inglewood (including the Los Angeles Airport); thence in the return movement via La Brea Avenue (State Highway 107) and other streets and avenues in the city of Los Angeles to Hollywood Branch Express Office.

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

Dated at San Francisco, California, this 19<sup>th</sup> day of November, 1947.

Harold A. Kula

Earl H. Russell

R. J. S. S. S. S.

COMMISSIONERS