

ORIGINAL

Decision No. 46290

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 CALIFORNIA MOTOR TRANSPORT CO., LTD.,)
 a corporation, for an extension of)
 its highway common carrier certifi-)
 cates to include operations between)
 the Los Angeles territory of appli-)
 cant and Santa Maria via U. S.)
 Highways 101 and 101A serving all)
 intermediate points and also the)
 off-route points of Port Hueneme)
 and Point Mugu.)

Application No. 32011

Douglas Brookman, for applicant.
William Meinhold, for Southern Pacific
 Company and Pacific Motor Trucking
 Company, interested parties.

O P I N I O N

California Motor Transport Company, Ltd. requests the issuance of a certificate of public convenience and necessity authorizing it to extend its highway common carrier operations so as to enable it to furnish service between its Los Angeles territory and Santa Maria, via U. S. Highways 101 and 101A, and all intermediate points, including the off-route points of Port Hueneme and Point Mugu.

Public hearings were held before Examiner Silverhart at San Francisco, Oakland and Los Angeles. There were no protests to the granting of the application.

The record shows that applicant is presently empowered to conduct highway common carrier operations between the San Francisco Bay territory and Santa Maria, and intermediate points, along U. S. Highway 101 and between various points in the San Joaquin Valley, including Fresno and Bakersfield, connecting with the coast operation at Paso Robles, and that it also renders highway common carrier service, limited to the transportation of the express traffic of

California Motor Express, Ltd., along U. S. Highway 101 and over the Valley-Pacheco Pass route between the San Francisco Bay territory and its Los Angeles territory, between the Los Angeles and San Francisco territories and points in the San Joaquin Valley, and between the Los Angeles territory and points north of Fresno to and including Stockton and Sacramento.

Applicant alleges that in its handling of shipments destined for points south of Santa Maria, such as Santa Barbara, Oxnard and Point Mugu, delays in transit are encountered because it must effect an interchange of such traffic with Pacific Freight Lines at San Luis Obispo. Applicant also alleges that the proposed service is necessary to supply present deficiencies in its existing service and thus enable it to furnish a single, more complete highway common carrier service to the shipping public.

Applicant's general auditor and assistant secretary testified in support of the application. His testimony showed that applicant presently possesses terminals in San Francisco, Oakland, San Jose, Salinas, San Luis Obispo, Los Angeles, Fresno, Sacramento, Stockton and Bakersfield; and in the event this application is granted, will establish a terminal at Santa Barbara. He stated that applicant operates 322 units of heavy duty line-haul equipment and 273 pickup and delivery units, and is now taking delivery of 10 Diesel tractors, 10 converter dollies, 28 semitrailer vans and 25 pickup trucks. This witness testified that applicant furnishes pickup service twice a day in San Francisco, Los Angeles and the East Bay area from Richmond on the north to Hayward on the south; that applicant operates a minimum of 17 schedules daily, except Saturdays and Sundays, in each direction between the Los Angeles and San Francisco territories; that the San Francisco and Oakland terminals are open from 7 a.m. to 8 p.m. According to his testimony,

the regular customers utilizing applicant's services in the San Francisco Bay territory number 5,000; in the San Joaquin Valley territory 1,400; in the Los Angeles territory, more than 5,000; and in Stockton-Sacramento territory several hundred.

An exhibit prepared at the direction of this witness shows that during the 19 operating days in February 1951, applicant, in transporting 1,302 shipments totaling 585,457 pounds, which originated at points such as San Francisco, Emeryville, Oakland, San Leandro, San Jose, Richmond, Berkeley, Palo Alto, Redwood City, Hayward, Salinas, Gilroy, and were destined to Los Alamos, Buellton, Gaviota, Goleta, Santa Barbara, Montecito, Summerland, Carpinteria, Ventura, Oxnard, Camarillo, Thousand Oaks, Port Hueneme and Point Mugu, was required to effect an interchange of such shipments with Pacific Freight Lines at San Luis Obispo.

Applicant's division agent at San Luis Obispo testified that the terminal there located and the area south therefrom to Los Angeles are under his supervision and management. He stated that applicant's southbound trucks begin arriving at the San Luis Obispo terminal at approximately 12 o'clock midnight; that the shipments contained in such trucks are sorted at the terminal and ready for distribution at 6 a.m.; that shipments destined for the points here involved are placed at the end of applicant's dock which, by means of a sliding door, connects with the dock and terminal of Pacific Freight Lines so that Pacific Freight Lines may take possession of them at any time from 1 a.m. to 5:30 a.m.; that the first schedule transporting such interchanged shipments to points south of Santa Barbara does not depart from Pacific Freight Lines' terminal until 4 o'clock in the afternoon, and to Santa Barbara not until 10 o'clock in the evening; that such schedules leave too late to permit Pacific Freight Lines to effectuate delivery of such

interchanged shipments the same day it receives them from applicant. The witness further testified that in the event the proposed service is authorized, applicant will dispatch vehicles from its San Luis Obispo terminal at 4 a.m. of the morning during which shipments are received so as to effect overnight delivery to the points south of Santa Maria, arriving in Santa Barbara at 6 a.m., Ventura at 6:30 a.m. and Oxnard at 7 a.m. His testimony also disclosed that applicant proposes to render an overnight service with early morning delivery, northbound, to all points between the Los Angeles territory to and including San Luis Obispo.

Representatives of business concerns, located in San Francisco, Richmond, Oakland, Berkeley, Emeryville and San Leandro, making shipments to the points herein comprehended, testified in support of the application. The testimony of these witnesses revealed that a goodly number of them regarded overnight service as essential in their businesses; that shipments range from one pound to truckloads; that they are made as often as daily and as infrequently as once a month; that a wide variety of commodities is transported; that they have used and now use applicant's services to the points it serves; that they will utilize the proposed service if authorized. Generally, the witnesses were laudative of the service furnished them by applicant.

The warehouse superintendent of a wholesale sporting goods company situated in San Francisco testified that he makes 10 to 15 shipments a week to the area south of Santa Maria and north of the Los Angeles territory; that the proposed service is needed and highly desirable in that it will enable his employer to compete with dealers in Los Angeles; that no carrier furnishes a satisfactory overnight service to such area. The record shows that a shipment forwarded by the witness' company from San Francisco on March 1, 1951 did not

reach the consignee at Ventura until March 5, 1951 and that another shipment made from the same city on March 20, 1951 did not arrive at Santa Barbara until March 22, 1951.

Another of the witnesses indicated that his company's cellophane products are fragile and easily damaged and that a direct service without interchange, as proposed by applicant, resulting in a reduction of handling, would be beneficial.

Shipper witnesses whose products are transported from Los Angeles northbound to the points with which we are here concerned, testified in applicant's behalf. It appears from their testimony that the proposed service is needed in the operation of their business; that shipments vary from 45 pounds to truckload; that frequently they are made daily and as high as 30 to 40 per week; that many kinds of merchandise are shipped; that they have utilized and are now using applicant's services; that they will use the proposed service if authorized. One of these witnesses stated that a service by a single carrier would be of advantage in the handling of the cellophane products manufactured by his company. Another witness asserted that an overnight service was required and that the proposed service would enable his company to improve its service to its customers and further enable it to reduce the number of trucks calling at its place of business. Yet another witness stated it would be advantageous to his company to have a single carrier handle all its shipments along the coast route.

Exhibit 3, a report prepared by a senior engineer on the Commission's staff, deals with the transportation of general commodity freight between the Los Angeles metropolitan area and the Santa Barbara-Ventura and Santa Maria area and indicates that the estimated annual tonnage hauled between such areas by commercial motor vehicles over U. S. Highway 101 is as follows:

<u>Class of Carrier</u>	<u>Tonnage</u>	<u>Per Cent</u>
Certificated	103,879	21.3
Permitted	177,253	36.3
Proprietary	206,635	42.4

This exhibit demonstrates that the area encompassed by the application can accommodate additional highway common carrier service.

It is readily apparent from the evidence that the shipping public has a need for the type of service proposed by applicant.

After consideration of the entire record, we are of the opinion, and so find, that public convenience and necessity require that the application be granted.

O R D E R

Public hearings having been had and based upon the evidence therein adduced,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is granted to California Motor Transport Co., Ltd., a 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 between the Los Angeles territory of applicant (as defined in Decision No. 43030, dated June 21, 1949, in Application No. 27910) and Santa Maria, including all intermediate points and the off-route points of Port Hueneme and Point Mugu, as an extension and enlargement of, and to be consolidated with, the operative rights heretofore granted it by this Commission.

(2) That, in providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

- (a) Within thirty (30) days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.

- (b) Within sixty (60) days after the effective date hereof, and upon not less than five (5) days' notice to the Commission and the public, applicant shall 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 them by further order, applicant shall conduct operations pursuant to the certificate herein granted over and along the following routes:
1. U. S. Highway 101 and U. S. Highway 101A between applicant's Los Angeles territory and Santa Maria.
 2. Any available route to the off-route points granted herein.

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

Dated at San Francisco, California, this 8th day of October, 1951.

R. T. Anderson
President
Justice J. Calmes
Harold P. Hula
Lawrence K. Potter
John E. Mitchell
Commissioners