

ORIGINAL

Decision No. 48872

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC MOTOR TRUCKING COMPANY for)
a certificate of public convenience)
and necessity authorizing trans-)
portation of property as a highway)
common carrier between San Fernando,)
Niland, Tustin, Corona, Long Beach)
and Los Angeles Harbor, rail points)
intermediate thereto and certain)
non-rail points, and for an in lieu)
certificate.)

Application No. 32183

William Meinhold and E. L. H. Bissinger, for applicant Pacific Motor Trucking Company and for Southern Pacific Company and Pacific Electric Railway Company, interested parties. Gordon, Knapp and Gill, by Hugh Gordon and Sanford A. Waugh, for Pacific Pacific Freight Lines and Pacific Freight Lines Express, protestants. H. J. Bischoff, for Southern California Freight Lines and Southern California Freight Forwarders, protestants. Lloyd R. Guerra, for Western Truck Lines, Ltd., protestant (protest withdrawn). J. Nelson Kagarise, for Public Freight System, interested party.

O P I N I O N

By its application, as amended, Pacific Motor Trucking Company, a wholly owned subsidiary of Southern Pacific Company, seeks a certificate of public convenience and necessity, under Section 1063 of the Public Utilities Code (formerly a portion of Section 50-3/4 (c) of the Public Utilities Act), authorizing operations as a highway common carrier between points now served by Southern Pacific Company, Pacific Electric Railway Company, and applicant, in an area generally bounded by San Fernando on

the north, Long Beach on the south, and Niland on the southeast, auxiliary to or supplemental of the rail services.

Public hearings were held before Examiner Rogers at Los Angeles, briefs were filed and the matter was submitted.

The purpose of the application is stated in Paragraph X of the application as follows: "In order to render a service competitive with that rendered by other carriers from, to and between points in the area and to effect further economies in rail operations and enjoy greater use of rail equipment assigned to rail service in this territory it is proposed to more fully substitute truck service for rail service therein."

"Present certificates of applicant covering operations in this territory contain restrictions preventing such competitive service."

In support of its proposal, applicant introduced evidence disclosing the resulting efficiencies and economies, and called public witnesses engaged in business in a few of the points involved. Protestants described their operations, but called no public witnesses. The following stipulation was made by applicant and four of the protestants:

"It is stipulated by and between the applicant and protestants Pacific Freight Lines, Pacific Freight Lines Express, Southern California Freight Lines, Southern California Freight Forwarders, as follows: 'If the hearings at Los Angeles proceeded as scheduled and hearings were held at scheduled places at San Fernando, Wilmington, Santa Ana, Pomona and Riverside, witnesses would be called from points now served by Southern Pacific Company, Pacific Electric Railway Company and Pacific Motor Trucking

Company, and proposed to be served by applicant who would testify on direct and cross that they are now using the services of those carriers, that their present needs and requirements in the conduct of their respective businesses for transportation in the area proposed to be served and their present needs and use of the existing services of those carriers is (sic) substantially the same as expressed by public witnesses who appeared and testified in behalf of applicant at Los Angeles on August 7 and 8, 1951, without criticism of protestants' services and that protestants would, at such hearings, present a like number of witnesses who would testify that they used the services of protestants between the points and places served by them and that such services are satisfactory."

Authority is requested to provide a trucking service to 292 separate points ⁽¹⁾ with only the restriction that the service be supplemental of or auxiliary to the rail services of the Southern Pacific Company or the Pacific Electric Railway Company.

Of the 292 points applicant desires to serve in the area involved, 68 points are in incorporated cities which are also named as points served or to be served. Of the remaining 224 points, as shown by Exhibit No. 27, 63 are incorporated cities, 47 are unincorporated communities with post offices, and 114 are unincorporated points without post offices, rail stations on the lines of the Southern Pacific Company or the Pacific Electric Railway Company. Approximately 100 of the 224 separate points named are now served by applicant in some manner, with

(1) Exhibit No. 4.

service ranging from daily unrestricted to three times weekly on call, with a prior or subsequent rail haul required.

The first witness called by the applicant was the Assistant General Manager of the Pacific Motor Trucking Company who explained the reason for the application, gave necessary operating information and explained the present and proposed services of the applicant.

The application, he said, was filed for the reason that with certain minor exceptions the present certificates authorizing service to points in the Los Angeles Basin territory are restricted in one way or another so as to prevent handling all the way by truck the traffic moving within the area. The most common condition contained in the present certificates is that all shipments must receive a prior or subsequent haul by rail, in addition to the transportation by applicant's trucks. These conditions and restrictions in the present certificates were in accordance with applicant's proposals, made at the time the certificates were issued, for a coordinated rail-truck service on various routes involving utilization of rail set-out cars, and interchange of traffic at certain set-out points. Since the certificates were granted by the Commission, trucking operations thereunder have been conducted as separate and distinct operations even though several of the certificates name Los Angeles as a common point to be served.

If the certificate sought is granted, so the witness stated, applicant will be enabled to transport traffic more efficiently and expeditiously; improve transit time on shipments moving within the territory; and improve in-transit time on many

shipments moving to and from points beyond the territory in connection with Southern Pacific Company's overnight merchandise trains. In addition, the railroads will be able to effect net operating economies by being relieved of the necessity of providing rail service for handling merchandise shipments in the area and being authorized to substitute therefor a more complete truck operation; store-door service can be made available at many rail stations in the area where such service is not now offered because of lack of proper facilities with which to provide it; and transfers between rail and truck will be eliminated, thereby reducing delays and damage to shipments.

Applicant's principal operations are line haul between Oregon, California, Nevada, Arizona, New Mexico and Texas, carrying general freight and express, newspapers, baggage and other "head-end" traffic. In some instances these line-haul operations are conducted auxiliary to or supplemental of and in coordination with the rail service of the Southern Pacific Company and its wholly owned rail subsidiaries, including the Pacific Electric Railway Company. In such instances applicant is, in effect, the trucking department of the railroads. In all of the states in which Pacific Motor Trucking Company conducts the line-haul operations, it also performs service directly for the public under its own rates and billing where its certificates permit such service. It also acts as the underlying carrier for express corporation, bases equipment at sixty-four cities for store-door pick-up and delivery work, and performs local drayage work at many locations for the public.

Pursuant to certificates of public convenience and

necessity issued by the California Public Utilities Commission, applicant operates along 137 routes for a total of 5,335 miles. In 1950 its California payroll amounted to \$3,510,540.65, and on August 1, 1951, it operated 1,439 pieces of equipment representing capital investments of \$4,065,000.00. During peak periods it is necessary to augment this fleet by renting equipment where needed. Applicant has radial highway common carrier, highway contract carrier and city carrier permits issued by this Commission. Its principal garage and repair shops are in Los Angeles.

Applicant had total current assets of \$1,683,766.00, compared with current liabilities of \$697,051.00 as of May 31, 1951, and had a net income of \$29,388.00 for the first five months of the year 1951⁽²⁾. This income, however, does not include the cost of certain items such as terminal facilities⁽³⁾ and legal expense which are furnished by Southern Pacific Company and would amount to \$50,000.00 per year.

The application alleges that the Pacific Motor Trucking Company proposes to publish rates no lower than the minima prescribed by the Commission in Decision No. 31606, as amended, in Cases Nos. 4246 and 4808, and that applicant also proposes to perform service in connection with the rail service of Southern Pacific Company and Pacific Electric Railway Company under joint rate arrangements and to act as underlying carrier for express corporation. At non-rail points, applicant will continue services and rates presently in effect.

(2) Exhibit No. 6

(3) Exhibit No. 6 a.

The present truck services operated by applicant in the area involved, as well as some rail operations, are shown by Exhibit No. 2, and the schedules proposed if the application is granted as requested are shown by Exhibit No. 3.

The proposed schedules on Exhibit No. 3 are entirely new. Some of the proposed schedules operate between points covered by those in effect (Exhibit No. 2), some operate over disjointed franchises now held, on which present service is to be discontinued in favor of the complete truck service for which authority is sought by the present application, and some are entirely new schedules covering routes over which no operating authority is now held.

The new and old schedules generally provide an early-morning departure, usually at 7:00 to 7:45 a.m. from Los Angeles, with, in most cases, a later departure about 11:00 to 11:30 a.m. These same trucks, in so far as distance from Los Angeles permits, are to make a return trip arriving at Los Angeles not later than 4:45 p.m., which time permits connection with the 7:00 to 7:45 a.m. departures from Los Angeles the following morning, thus providing an overnight service in the area from origin to destination. The 4:45 p.m. arrival in Los Angeles also permits connection with the overnight merchandise trains departing from Los Angeles. The later schedules from Los Angeles will return to Los Angeles in time to be ready for those therefrom the next-morning.

There are three overnight merchandise trains from Los Angeles: (1) a Southern Pacific train operating over the Coast Line which sets out cars at San Luis Obispo, Salinas and

San Jose, and arrives in Oakland and San Francisco in time for delivery the next morning, and a similar train arrives in Los Angeles in the morning; (2) a Southern Pacific train leaves Los Angeles for Tucson; and (3) a Southern Pacific train, which sets out cars at Bakersfield and Tulare and terminates at Fresno. Applicant's trucks meet these trains at the car set-out points, and provide an expedited service to the surrounding territory.

The schedules shown on Exhibit No. 3 are primarily for "head-end" traffic (mail, express, baggage, milk and cream), but will be used for freight as conditions require.

The proposed schedules, in conjunction with those now being operated, completely cover the territory embraced in the application. The truck service will take not longer than overnight between any two points in the territory, and in many cases same-day delivery is to be made. In addition to the regular schedules, on large shipments, through trucks will be operated from origin to destination without transfer.

The additional equipment required to perform the proposed service is shown on Exhibit No. 5.

The out-of-pocket cost to applicant for performing the proposed services for one year is estimated at \$315,500.00, reflected on page 1 of Exhibit No. 5, broken down as follows: fuel, \$26,678.00; oil, \$1,105.00; tires, \$17,857.00; maintenance, \$48,252.00; depreciation, \$26,837.00; interest, \$7,550.00; license fees, \$8,048.00; insurance, \$3,676.00; wages, \$124,037.00; loading and unloading, \$18,245.00; supervision, \$11,000.00; contingencies, \$13,204.00; and gross revenue taxes, \$9,011.00. These figures total \$315,500.00, compared with the cost of

present operations in the area and to be eliminated, shown on Sheet 12 of Exhibit No. 5, totaling \$99,584.00. The additional cost of applicant will amount to \$215,916.00

Details of the purported advantages to the public and the economies to be effected by the rail lines were explained by an engineer in the Bureau of Transportation Research of the Southern Pacific Company. He had conducted a survey on the Southern Pacific Company and Pacific Electric Railway to determine the amount of merchandise traffic moving in the area, and prepared nine exhibits for each company, reflecting his findings (Exhibits Nos. 7 to 24, inclusive). In making the exhibits, the four quarter months, April, July, October and January (1950 and 1951) were used. The traffic volume for each of those months was studied, a mathematical average was taken, and the month in each point which came nearest to the mathematical average was used as a typical month. During the average month 3,703 intrastate shipments were received and 1,578 forwarded at points in the area now served by Southern Pacific Company (Exhibit No. 7). Of the 3,703 intrastate shipments received, 2,271 were received at points on the proposed truck route (Exhibit No. 13), and of those forwarded, 254 went to those points (Exhibit No. 15). During the same average month 3,374 intrastate shipments were received and 4,639 forwarded at points in the area now served by Pacific Electric Railway Company (Exhibit No. 8). Of the 3,374 intrastate shipments received, 391 were received at points on the proposed truck route (Exhibit No. 14), and of those forwarded, 489 went to points on the proposed truck routes (Exhibit No. 16). In the same typical

month, in addition to the shipments referred to above, Pacific Electric Railway Company forwarded 259 shipments to Los Angeles from points on the proposed route, and delivered to such points 1,628 shipments from Los Angeles (Exhibit No. 14 a). All of the above figures should be multiplied by twelve to arrive at the approximate total of annual shipments.

The time required to perform the present service via Southern Pacific Company between Los Angeles and points proposed to be served by applicant, as compared with the proposed truck service to and from the same points, is shown on Exhibits Nos. 20 and 21, and a comparison between Pacific Electric Railway Company services and the proposed truck services is shown by Exhibits Nos. 22 and 23. The time required for the present service from Los Angeles to the Southern Pacific stations is very nearly equivalent to that of the proposed truck service, but the service to Los Angeles from Southern Pacific stations is very slow, with second- and third-morning service predominating. The proposed services are all next-day delivery, with morning deliveries predominant. The service from Los Angeles to Pacific Electric Railway stations shows several next-afternoon or second-day deliveries as compared to the proposed services in which first-morning delivery predominates, with a few afternoon deliveries. The present inbound services to Los Angeles via Pacific Electric Railway Company compare very poorly with the proposed services. The majority of the present services are second- and third-morning deliveries, compared to first-morning delivery in every instance by the proposed services.

A witness for Pacific Electric Railway Company and Southern Pacific Company estimated that, by the substitution of truck service for rail service, these two companies would save, in out-of-pocket costs, \$328,928.01, of which \$90,096.01 represents savings to the Southern Pacific Company, and \$238,832.00 represents savings to the Pacific Electric Railway Company⁽⁴⁾. This sum, when balanced against the estimated annual additional cost to the Pacific Motor Trucking Company for performing the proposed trucking services of \$215,916.00⁽⁵⁾, reflects an annual savings in the cost of performing the services of \$113,012.00⁽⁶⁾. This witness estimated that the proposed services would save Southern Pacific Company 6,178 car days per year⁽⁷⁾, and Pacific Electric Railway Company 6,197.8 car days per year⁽⁸⁾. These cars will be put to use in other services, and such use will make unnecessary the purchase of approximately thirty-eight additional box cars.

An interim order (Decision No. 46209) has been made in the instant application. This latter order granted a certificate of public convenience and necessity, lasting 180 days from the 28th day of September 1951, or as extended by the Commission, between Los Angeles and certain points east thereof, and contained the directive that "(a) Applicant shall not use the authority herein granted in urging the Commission to authorize the certificate requested in the original application."

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- (4) For details see Exhibit No. 17.
(5) Exhibit No. 5, supra.
(6) Exhibit No. 19.
(7) Exhibit No. 17.
(8) Exhibit No. 18.

An engineer assistant in the Executive Department of the Pacific Electric Railway testified concerning the situation in the district embraced in the above interim order. The service authorized by Decision No. 46209, supra, was instituted on October 1, 1951, and is now in effect. Pacific Electric Railway Company no longer has tracks on Aliso Street in Los Angeles; and can no longer provide box motor service to the Los Angeles Union Passenger Terminal. If Pacific Electric Railway Company continues traffic between Los Angeles and San Bernardino, a trucking operation will be required to bridge the gap in Pacific Electric Railway Company's track caused by the authorized removal of its tracks above mentioned. As a result of various changes authorized by the Commission, the Pacific Electric Railway Company will have a freight line between the beginning of its private right of way in the vicinity of Aliso and Macy Streets in Los Angeles, on the one hand, and San Bernardino and Colton, on the other hand, with a branch line east of Baldwin Park connected to a rail line stub ending at Arcadia on the west and Glendora on the east. As all rail passenger service has been discontinued, there is no longer need for electrical overhead facilities on the remaining lines between Los Angeles and San Bernardino, and Pacific Electric has developed a program to handle the freight services using diesel motive power. Effective September 30, 1951, all freight services in the Los Angeles to San Bernardino district will be operated with diesel motive power. Pacific Electric made a detailed investigation as to methods for handling the freight, baggage and express formerly handled by box motor, and determined that the only feasible type of operation is by motor truck. The

savings in annual operating expenses by substitution of applicant's truck operation for the handling of freight, express and baggage to the district referred to is estimated at \$46,308.00 (Exhibit No. 26), and is included in Pacific Electric's total estimated savings upon the substitution of truck service for rail service.

The evidence presented by the engineer, Bureau of Transportation Research of the Southern Pacific Company (referred to supra) shows that the services of the Pacific Electric Railway Company, referred to in the preceding paragraph, and the services of the Southern Pacific Company are slower than proposed services of the applicant (Exhibits Nos. 20-23, inclusive).

Eighteen public witnesses testified at the request of the applicant. All found the rail services unsatisfactory because of delays. These witnesses all desired the proposed services and would use them in varying degrees. The majority of these witnesses testified that what they need is an overnight service in the area involved, and that they use, or would use, any carrier supplying such service.

The general manager of the protestants Pacific Freight Lines and Pacific Freight Lines Express presented evidence in behalf of those companies. In view of the stipulation hereinabove referred to, no public witness testimony was produced by these carriers or by Southern California Freight Lines and Southern California Freight Forwarders.

Pacific Freight Lines is a common carrier certificated by the Public Utilities Commission, operating in the State of California, and is also certificated by the Interstate Commerce

Commission, operating in California and Arizona. Pacific Freight Lines Express is an express corporation operating in California and serving primarily from San Luis Obispo and Fresno to the Mexican border, using Pacific Freight Lines as the underlying carrier. Pacific Freight Lines serves, generally, from Sacramento and Richmond in the north to the Mexican boundary on the south. The California authority of Pacific Freight Lines is reflected in Exhibit No. 28, with the exception of authority received subsequent to the preparation of that exhibit by Decision No. 45538, dated April 3, 1951, on Application No. 30690, which, generally, gives Pacific Freight Lines authority to operate to Calexico and Indio, with five-mile lateral rights in the Coachella and Imperial Valleys via a route to the west of the Salton Sea. The equipment, financial resources, authority and stations or terminals in California of this applicant⁽⁹⁾ are familiar to this Commission, and will not be dealt with further. Referring to the territory involved in the application, the witness stated the time in transit from Los Angeles to all points in that area is overnight, and that the same was true into Los Angeles, with most deliveries completed by 2:00 p.m. Service is given to the entire area, and all points proposed to be served by applicant (Exhibit No. 27) are served by Pacific Freight Lines, with the exception of the points on State Highway 111 (east of the Salton Sea) between Mecca and Niland, and El Casco and Hinda, (both on S. P. tracks southeast of Redlands), and Declezeville (near Fontana on S. P. rail spur). During the month of September 1951, approximately 13.02 per cent of protestant's traffic was delivered

(9) Exhibits Nos. 28, 29, 30, 31, 32, 33, 34 and 36.

to its Calexico, El Centro, Pomona, San Bernardino and Santa Ana stations, and 8.28 per cent originated at those stations ⁽¹⁰⁾.

The witness also testified that, from his experience, when new certificates were issued in territories in which protestant operates, there has been a diversion of traffic from existing carriers, and that the traffic to and from the named stations would be subject to diversion if the applicant receives its authority, as requested:

The vice president of Southern California Freight Lines presented exhibits relative to the operations, authority and equipment of Southern California Freight Lines and Southern California Freight Forwarders. He stated that Southern California Freight Lines is a certificated common carrier operating under the jurisdiction of the California Public Utilities Commission, and the points which it allegedly serves as a common carrier are shown on Exhibit No. 37. Applicant is seeking authority to serve 134 of the points protestant, Southern California Freight Lines, presently serves. This witness stated that the protestants are able to accommodate not only the volume of traffic which is now being tendered to them, but also any additional increase in traffic which could reasonably be foreseen at this time, and that the protestants are able to get enough equipment, either by purchase or by lease, to accommodate any increases in such traffic. These companies, he said, render an overnight service between all points they serve in Los Angeles and Orange County and as far into San Bernardino County as San Bernardino and Colton, and as

(10) Exhibit No. 35.

far into Riverside County as Riverside, giving same-day delivery, on a good part of the traffic transported.

Neither applicant nor protestants presented any evidence indicating the volume of traffic available to the highway common carriers serving the area in question.

In support of the request for an unrestricted certificate of public convenience and necessity, the applicant argues that the evidence conclusively establishes that public convenience and necessity require the proposed improved service; that applicant is unable because of restrictions or gaps in its present operating rights to provide the service required by public convenience and necessity; that there is no evidence that traffic will be diverted from other carriers; and that the proposed economies and improvements in service cannot be accomplished through the attempted utilization of other carriers.

Protestants, on the other hand, argue that the evidence shows that an efficient and dependable service adequate to meet the needs of all shippers within the area is now being rendered by protestants and other existing common carrier truck lines in the field, as shown by the stipulation relative to public witnesses and by the testimony of applicant's shipper witnesses, many of whom testified that protestants' services are satisfactory and have been used by them because it is a satisfactory service; that the proposed operation of applicant will cause diversion of traffic from protestants which will prejudicially affect existing service; that protestants' financial condition is such that they cannot withstand the inroads of added competition without suffering financial loss which would result in impairment of the existing

services; and that adequate competition is now provided within the territory by highway common carriers operating under certificates granted by this Commission.

In the ordinary sense of satisfying the needs and convenience of the shipping public, the evidence is singularly unconvincing that additional unrestricted truck service is required in this area. Eighteen witnesses testified at the request of the applicant, and the majority of them stated that any dependable overnight service would meet their needs. Presumably, any witnesses whose testimony was covered by the stipulation heretofore referred to would testify to that effect in the same ratio. That traffic would be diverted from the existing carriers in the field seems likely. We are convinced from the record that diversion if substantial would prejudicially affect the existing carriers. We do believe, however, that the public now using the applicant's and the railroads' services is entitled to the benefits and economies accruing from the proposal. In the past (in re applications of Pacific Motor Trucking, 42 C.R.C. 745), we have granted certificates to rail subsidiaries when it has been shown that the railroad has become inadequate to meet the changing demands and needs of the public; that only at a great expense, wholly disproportionate to the benefits conferred, could a service suitable to the needs of the public be furnished by rail; that at an expense equal to or not greatly exceeding that now incurred, or often much less, a coordinated rail-truck service could be established which would better accommodate the public; that such a service would result in substantial improvements and efficiency because of more convenient pick-up and delivery service,

more frequent schedules and reduction of time in transit; and that the carriers in the field were providing an adequate service. The reason, we have stated, is that no new carrier has been permitted to invade a field already occupied to the point of saturation, nor enabled to compete more effectively than the existing motor carriers, and, in the long run, the public must benefit from the effects of this competition. In this regard, any diversion of traffic from the other carriers in the field would be the result of long established carriers offering an improved service to the shipping public, and must be regarded as incidental to, and a necessary consequence of, the utilization of both forms of transportation to advantage.

The foregoing reasons are determinative of the issues in the instant matter. We have long established rail carriers attempting to improve their services by substituting truck for rail; substantial economies will be effected; service will be expedited; and such improved service will not result in a new carrier entering the field when limited to the transportation of shipments auxiliary to or supplemental of rail service moving on rail billing and at rail rates, except where the service is presently unrestricted.

After carefully considering the evidence of record and the briefs presented, we are of the opinion that the service authorized herein will afford a better service to the shipping public than that presently rendered by applicant together with Southern Pacific Company and Pacific Electric Railway Company, and will result in substantial and needed economies to these companies. No evidence was presented which would support a certificate giving applicant unrestricted authority to operate as

a highway common carrier, under its own tariffs, as proposed in the application. We find that public convenience and necessity require that a certificate be granted to Pacific Motor Trucking Company, authorizing it to operate as a highway common carrier as hereinafter set forth.

O R D E R

Public hearings having been held in the above-entitled proceeding, the matter having been submitted on briefs, and the evidence and briefs having been fully considered, and the Public Utilities Commission having found that public convenience and necessity require that the rights set out below, subject to the pertinent restrictions thereon which follow, be granted to applicant,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Pacific Motor Trucking Company, authorizing the establishment and operation of a service as a highway common carrier, as defined in Section 213 of the Public Utilities Code, for the transportation of property, except uncrated household goods and other commodities for which the Commission has prescribed minimum rates in Appendix "A", Decision No. 32325 (City Carriers' Tariff No. 3, Highway Carriers' Tariff No. 4), between:

- (a) Los Angeles, on the one hand, and Los Angeles Harbor, namely, Wilmington and San Pedro, but not including intermediate points, on the other hand;

- (b) Vernon, Compton, Huntington Park, Maywood and Bell, on the one hand, and Los Angeles Harbor, namely, Wilmington and San Pedro, on the other hand, but not including intermediate points;
- (c) Between Los Angeles, on the one hand, and Glendale, Burbank, Alhambra, Pasadena, South Pasadena, and San Marino, on the other hand, but not including intermediate points;
- (d) Between San Bernardino, on the one hand, and Norton Air Force Base, on the other hand, but not including intermediate points;
- (e) Between Los Angeles, on the one hand, and San Gabriel, on the other hand, but not including intermediate points;
- (f) Between Los Angeles, on the one hand, and Long Beach, on the other hand, but not including intermediate points.

In providing service pursuant to the foregoing rights, applicant may use any and all available public highways.

(2) That a certificate of public convenience and necessity be, and it hereby is, granted to Pacific Motor Trucking Company, authorizing the establishment and operation of a service as a highway common carrier, as defined in Section 213 of the Public Utilities Code, for the transportation of property, except uncrated household goods and other commodities for which the Commission has prescribed minimum rates in Appendix "A", Decision No. 32325, (City Carriers' Tariff No. 3, Highway Carriers' Tariff No. 4), which is auxiliary to or supplemental of rail service of Southern Pacific Company or Pacific Electric Railway Company and either moving at the rates and on billing of the Southern Pacific Company, Pacific Electric Railway Company, Railway Express Agency, Incorporated, or The Atchison, Topeka and Santa Fe Railway Company, or either of them, or being transported for an express corporation, between the points set forth in Appendix "A" hereto attached and made a part hereof only, over and along the following

routes:

PRIMARY ROUTES

From San Fernando over U. S. Highway 99 to Coachella, thence via California State Highway 111 to Niland.

From Los Angeles over U. S. Highway 101 to junction with U. S. Highway 101 Bypass, thence over U. S. Highway 101 Bypass to junction with U. S. Highway 101, thence over U. S. Highway 101 to Santa Ana, thence over South Main Street and South Main Street Extension to junction U. S. Highway 101 Alternate, thence over U. S. Highway 101 Alternate to Santa Monica.

From junction of U. S. Highways 99 and 6 in Los Angeles over U. S. Highway 6 to Los Angeles Harbor.

From Colton over California State Highway 18 to Corona.

Return routes the same.

Serving all intermediate rail points on the above-specified routes and all off-route rail points and certain non-rail points as set forth in Appendix "A" hereto attached and made a part hereof.

SUPPLEMENTARY ROUTES

The most direct routes using any streets, highways or thoroughfares connecting said primary routes with rail points or non-rail points authorized to be served.

Applicant may render pick-up and delivery services at any rail point or non-rail point specified in Appendix "A" within the regularly established pick-up and delivery zones of the specific carrier or express corporation pursuant to whose billing the freight is being carried.

(3) That, in providing service pursuant to the certificate herein granted, there shall be compliance with 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 thrity (30) 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 file in triplicate and concurrently make effective tariffs and time schedules satisfactory to the Commission.

(4) That the certificate of public convenience and necessity herein and hereby granted to applicant shall supersede the certificates of public convenience and necessity granted in and by Decisions Nos. 14404, 24856, 26017, 32603, 33431, 33747, 33821, 33942, 34088, 34274, 34764, 35006, 35312, 35435, 36024, 36290, 36835, 36918, 37277, 37792, 38713, 38724, 29898 and 46209, which said certificates are hereby revoked.

(5) That, except as expressly granted herein, the application is denied.

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

Dated at San Francisco, California, this 17th day of March, 1952.

[Signature]
PRESIDENT

Justice J. Casper

Harold P. Kula

[Signature]

COMMISSIONERS

APPENDIX "A"

| | | |
|-------------------|-----------------|------------------|
| Alhambra | Coachella | Garfield Ave. |
| Alla | Codorniz | Garnet |
| Alsace | Colima | Glendale |
| Alta Loma | Colton | Glendora |
| Anaheim | Corona | Glenny |
| Anaheim Bay | Covina | Graham |
| Arcadia | Crafton | Grand Terrace |
| Ardmore | Crescent | Grapeland |
| Arlington | Crescentia | Greenville |
| Armstrong | Crown Jewel | Guasti |
| Arrowhead | Crushton | Hansen |
| Arrowhead Springs | Crutcher | Harbor City |
| Artesia | Cuerna | Harlem Springs |
| Athens | Culver City | Harperville |
| Azusa | Cypress | Hawthorne |
| Azusa Ave. | Declezville | Hayes |
| Baldwin Ave. | Del Amo | Hermosa Beach |
| Baldwin Park | Delta | Hewitt |
| Banning | Des Moines | Highgrove |
| Bassett | Dolores | Highland |
| Beaumont | Dominguez Jct. | Hinda |
| Bellflower | Downey | Hobbs |
| Bench | Downey Road | Hole Ranch |
| Bertram | Dry Camp | Hollywood |
| Bethel | Duarte | Hugo |
| Beverly Hills | Durmid | Huntington Beach |
| Bloomington | Dyer | Indio |
| Bowden | East Alta Loma | Industrial |
| Brea | East Long Beach | Inglewood |
| Bristol | East San Pedro | Iowa Ave. |
| Brookside | El Casco | Irwindale |
| Bryn Mawr | Elftman | Jaybee |
| Buena Park | El Modena | Junction Station |
| Bundy | El Monte | Kaiser |
| Burbank | El Segundo | Laguna |
| Burke | Encino | La Habra |
| Cabazon | Etiwanda | La Metro |
| Caleb | Fingal | Las Lomas |
| Canoga Park | Firestone Park | Lateen |
| Carmenita | Florence Ave. | Latin |
| Charter Oak | Fontana | La Verne |
| Chatsworth | Frink | Leffingwell |
| Chemawa | Fullerton | Lobo |
| Chino | Fulton Road | Loftus |
| Cienega | Gardena | Loma Linda |
| Claremont | Garden Grove | Long Beach |

| | | |
|-----------------------|--------------------------------|-------------------------------|
| Los Alamitos | Palomar | Springdale |
| Los Angeles | Paramount | Stanton |
| Los Nietos | Pasadena | Stoneman |
| Los Patos | Patton | Sunkist |
| Lynwood | Pierce | Sunnyslope |
| Machado | Point Firmin | Sunset Beach |
| Manhattan Beach | Pomona | Sun Valley |
| Marigold | Pope | Tarzana |
| Marlboro | Puente | Thenard |
| Marne | Racimo | Thermal |
| Maxson | Raymer | Thousand Palms |
| McCampbell | Raymond Hotel | Torrance |
| McDonald | Redlands | Tustin |
| McKinley | Redondo Beach | Tustin Jct. |
| Mecca | Rialto | Upland |
| Mentone | Rimlon | Valley Jct. |
| Mesmer | Rivera | Van Nuys |
| Mesto | Riverside | Vega |
| Michillinda | Rosemead | Venice |
| Monterey Park | Rudell | Vignolo |
| Monrovia | Salton | Villa Park |
| Moody | Salvia | Vinvale |
| Mortmar | San Bernardino | Vista Del Valle |
| Motor Jct. | San Dimas | Walker |
| Mt. Olivet | San Fernando | Walnut |
| Mundo | San Fernando Mission | Warner |
| Muscat | San Gabriel | Watson |
| Myoma | San Gabriel Blvd. | Watts |
| Nadeau | San Marino | West Anaheim |
| Nago | San Pedro | West Anaheim Jct. |
| Naples | Santa Ana | West Colton |
| Narod | Santa Ana Army | West Glendale |
| New Delhi | Air Base | West Hollywood |
| Newport Beach | Santa Anita Park | West Los Angeles |
| Newton | Santa Monica | Westminister |
| Niland | Savoy | West Santa Ana |
| North Hollywood | Scott | Westwood Village |
| North Long Beach | Seal Beach | Whittier |
| North Pomona | Sentous | Willowbrook |
| Northridge | Shirley | Wilmar |
| Norton Air Force Base | Sierra Madre | Wilmington |
| Norwalk | Smeltzer | Wilmington (Anaheim Blvd.) |
| Oleo | Soldier's Home | Wingfoot |
| Ontario | South Fontana | Winston |
| Orange | South Gate (Atlantic Blvd.) | Wintersburg |
| Orange Center | South Gate (Tweedy) | Wise |
| Orange Heights | South Park | Wister |
| Ordway | South Pasadena | Woodruff Ave. |
| Owl | South Los Angeles | Yorba Linda |
| Pacoima | Spadra | |
| Palm Springs Station | | |