

ORIGINALDecision No. 60986

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of ALCO TRANSPORTATION CO., a)
California corporation, for an)
expansion and restatement of its)
certificate of public convenience)
and necessity authorizing highway)
common carrier service.)

Application No. 42257

Handler & Baker by Daniel W. Baker,
for applicant.

O P I N I O N

Alco Transportation Co., presently rendering service as a highway common carrier between points in the Los Angeles Territory, requests authority to extend service to the Los Angeles Basin Territory as well as to the San Diego Territory and points intermediate thereto.

A public hearing was held before Examiner Thomas E. Daly on September 27, 1960, at Los Angeles, and the matter was submitted upon the receipt of late-filed Exhibit No. 6, since filed and considered. No appearance was made in protest to the authority sought.

William S. Aylmer commenced business as a sole proprietorship in 1950. In 1952 Mr. Aylmer incorporated applicant and is now its president and general manager. Applicant owns and operates 36 pieces of equipment. It leases terminal and office space in Vernon. It employs 22 drivers and freight handlers, 2 mechanics, 6 office and administrative employees and 1 part-time billing clerk. If the authority sought is granted, applicant proposes to establish terminals at Colton and San Diego. As of August 31, 1960, applicant indicated a net worth of \$36,057.02. In the first eight months of 1960 it realized a net profit of \$777.19.

Applicant presently renders an overnight service with same-day service when emergency deliveries so require. The same type of service is proposed to the extended areas.

As justification for the authority sought it was stated that applicant has, at the request of its customers, served the proposed areas as a permitted carrier; that it has attempted to limit the receipt of this traffic whenever possible; that, notwithstanding, the demand for service has increased; that, unless applicant is able to provide a complete service to its customers, their traffic will be diverted to competitors which by virtue of recent certifications provide a wider territorial service; that under its present dual authority applicant cannot provide a complete pickup and delivery service; and that, unless the application is granted, applicant's growth and development will be impeded and consequently it will be incapable of meeting the growing needs and requirements of that portion of the shipping public which it serves.

Four public witnesses testified on behalf of applicant. They represented diversified companies that use applicant's existing service and desire to make use of its proposed service. They were dissatisfied with services of several existing carriers because of unreliable pickup services and also excessive damage in transit. Late-filed Exhibit No. 6 contained the names of potential witnesses who, if called, would have testified substantially the same. They represented many business establishments located in the Los Angeles Territory which ship a wide variety of commodities to the proposed area.

After consideration the Commission finds and concludes that public convenience and necessity require the granting of the authority sought. Applicant's operative rights will be restated.

O R D E R

Application having been filed and the Commission being informed in the premises,

IT IS ORDERED:

1. That a certificate of public convenience and necessity is hereby granted to Alco Transportation Co. authorizing the transportation of property as a highway common carrier between the points and over the routes set forth in Appendices A, B and C attached hereto.

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

(a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 99 and insurance requirements of the Commission's General Order No. 100-A. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Orders Nos. 99 and 100-A, may result in a cancellation of the operating authority granted by this decision.

(b) Within sixty days after the effective date hereof, and on not less than ten days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, tariffs satisfactory to the Commission.

3. That the operating authority granted by Decision No. 53120 dated May 22, 1956, in Application No. 36279, is hereby revoked and

anceled, such cancellation to become effective concurrently with the effective date of tariff filings required by paragraph 2(b) hereof.

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

Dated at Los Angeles, California, this 1st day of November, 1960.

Levell B. Page
President
J. L. Smith
W. H. ...
E. Fox
Richard ...
Commissioners

Alco Transportation Co., by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport general commodities between the following points:

1. Between all points and places in the Los Angeles Basin Territory as described in Appendix B attached hereto.
2. Between all points on and within 5 miles laterally of U. S. Highways 101 and 101-A between Los Angeles and San Ysidro.
3. Between all points on and within 5 miles laterally of U. S. Highway 395 between San Bernardino and San Diego, inclusive.
4. Between all points on and within 5 miles laterally of State Highway 78 between Oceanside and Escondido, inclusive.
5. Between all points and places in the San Diego Territory as described in Appendix C attached hereto.

Applicant shall not transport any shipments of:

1. Used household goods and personal effects not packed in accordance with the crated property requirements set forth in paragraph (d) of Item No. 10-C of Minimum Rate Tariff No. 4-A.
2. Automobiles, trucks and buses; viz., new and used, finished or unfinished passenger automobiles (including jeeps), ambulances, hearses and taxis; freight automobiles, automobile chassis, trucks, truck chassis, truck trailers, trucks and trailers combined, buses and bus chassis.
3. Livestock; viz., bucks, bulls, calves, cattle, cows, dairy cattle, ewes, goats, hogs, horses, kids, lambs, oxen, pigs, sheep, sheep camp outfits, sows, steers, stags or swine.

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4. Commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerator equipment.
5. Liquids, compressed gases, commodities in semiplastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles.
6. Commodities when transported in bulk in dump trucks or in hopper-type trucks.
7. Commodities when transported in motor vehicles equipped for mechanical mixing in transit.
8. Logs.

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LOS ANGELES BASIN TERRITORY includes that area embraced by the following boundary: Beginning at the point the Ventura County-Los Angeles County boundary line intersects the Pacific Ocean; thence northeasterly along said county line to the point it intersects State Highway No. 118, approximately two miles west of Chatsworth; easterly along State Highway No. 118 to Sepulveda Boulevard; northerly along Sepulveda Boulevard to Chatsworth Drive; northeasterly along Chatsworth Drive to the corporate boundary of the City of San Fernando; westerly and northerly along said corporate boundary to McClay Avenue; northeasterly along McClay Avenue and its prolongation to the Angeles National Forest Boundary; southeasterly and easterly along the Angeles National Forest and San Bernardino National Forest boundary to the county road known as Mill Creek Road; westerly along Mill Creek Road to the county road 3.8 miles north of Yucaipa; southerly along said county road to and including the unincorporated community of Yucaipa; westerly along Redlands Boulevard to U.S. Highway No. 99; northwesterly along U.S. Highway No. 99 to the corporate boundary of the City of Redlands; westerly and northerly along said corporate boundary to Brookside Avenue; westerly along Brookside Avenue to Barton Avenue; westerly along Barton Avenue and its prolongation to Palm Avenue; westerly along Palm Avenue to La Cadena Drive; southwestly along La Cadena Drive to Iowa Avenue; southerly along Iowa Avenue to U.S. Highway No. 60; southwestly along U.S. Highways Nos. 60 and 395 to the county road approximately one mile north of Perris; easterly along said county road via Nuevo and Lakeview to the corporate boundary of the City of San Jacinto; easterly, southerly and westerly along said corporate boundary to San Jacinto Avenue; southerly along San Jacinto Avenue to State Highway No. 74; westerly along State Highway No. 74 to the corporate boundary of the City of Hemet; southerly, westerly and northerly along said corporate boundary to the right of way of The Atchison, Topeka & Santa Fe Railway Company; southwestly along said right of way to Washington Avenue; southerly along Washington Avenue, through and including the unincorporated community of Winchester to Benton Road; westerly along Benton Road to the county road intersecting U.S. Highway No. 395, 2.1 miles north of the unincorporated community of Tecmeca; southerly along said county road to U.S. Highway No. 395; southeasterly along U.S. Highway No. 395 to the Riverside County-San Diego County boundary line; westerly along said boundary line to the Orange County-San Diego County boundary line; southerly along said boundary line to the Pacific Ocean; northwesterly along the shore line of the Pacific Ocean to point of beginning.

SAN DIEGO TERRITORY includes that area embraced by the following imaginary line starting at the northerly junction of U. S. Highways 101-E and 101-W (4 miles north of La Jolla); thence easterly to Miramar on State Highway No. 395; thence southeasterly to Lakeside on the El Cajon-Ramona Highway; thence southerly to Bostonia on U. S. Highway No. 80; thence southeasterly to Jamul on State Highway No. 94; thence due south to the International Boundary Line, west to the Pacific Ocean and north along the coast to point of beginning.