

**ORIGINAL**

Decision No. 67727

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of RAILWAY EXPRESS  
AGENCY, INCORPORATED, for authority )  
(a) to provide collection and de- )  
livery of express shipments by )  
motor truck between Lancaster and )  
Palmdale and other termini in the )  
Lancaster area and (b) to close )  
its office now serving Palmdale. )

Application No. 45914

- Pillsbury, Madison and Sutro, Noel Dyer and Dudley A. Zinke, for applicant.
- George V. Kartoizian and Dominic Massari, for City of Palmdale; Elmer M. Spicher, for Palmdale Chamber of Commerce and for Antelope Valley Florist; Manley O. Dibble, in propria persona; protestants.
- Arthur H. Glanz, for California Motor Express, Ltd., Constructors Transport Co. (Operated by T.I.M.E. Freight, Inc.), Desert Express, Merchants Express of California, Southern California Freight Lines, Inc., Valley Motor Lines, Inc., and Victorville-Barstow Truck Line, Inc.; Roger L. Ramsey and Jerome M. Sivesind, for United Parcel Service; protestants.
- J. H. Butler, in propria persona; H. C. Jackson, in propria persona; H. W. Taggart, for California State Legislative Committee, Brotherhood of Railway Clerks; interested parties.
- Leonard Diamond, for the Commission staff.

O P I N I O N

Railway Express Agency, Incorporated (Agency) proposes to consolidate its express operations at Lancaster and Palmdale by furnishing collection and delivery service between a key office at Lancaster and points in, and in the vicinity of, both communities. The Agency also proposes to make Lancaster the waybilling point for all traffic now handled through the Palmdale office.

As a necessary step in the execution of its plan, the Agency seeks the following authority:

1. To close its office at Palmdale.
2. To operate as a highway common carrier (as defined in Section 213 of the Public Utilities Code) in the transportation of property, exclusive of certain specified articles, between Lancaster, Palmdale, Palmdale Airport, Fox Airport, all points on Avenue I between 20th Street West and 50th Street West and all points on 50th Street West between Avenue I and Fox Airport.

Public hearing of the application, as amended, was held before Examiner Bishop at Lancaster and Palmdale on January 21 and 23, 1964, respectively, and at Los Angeles on April 21, 22 and 23, 1964. Evidence on behalf of applicant was offered through its regional general manager and the superintendent of its Northern California, Nevada and Oregon Division.

The instant application is the sixteenth in a series of proceedings prompted by the Agency's program, instituted in 1959, to consolidate many offices throughout California. This program, in turn, is part of a nationwide plan adopted by the management to place the company's operations on a sound basis and to assure its continued existence as an essential transportation agency.

Collection and delivery service is presently provided by applicant, for both surface and air express shipments, within defined areas at Lancaster and Palmdale out of the respective offices in those communities. At Palmdale the present collection and delivery service area is nearly eight square miles in extent. At Lancaster the corresponding area comprises about one square mile plus an extension of about six miles out to the Fox Airport. Under the Agency's proposal a greatly enlarged and combined service area would replace the two separate Lancaster and Palmdale collection and delivery areas. This single area would comprise a

total of 60 square miles plus an additional linear mile to said airport. The proposed collection and delivery area would include the entire Palmdale Airport, a military facility, at which various industrial plants are also located.<sup>1/</sup> This airport is to the north of Palmdale, in the direction of Lancaster.

The agent at Palmdale is a so-called merchant commission agent. He is a local merchant who acts as agent for applicant in addition to carrying on his other business activities. He receives as the major portion of his compensation a percentage of the express revenues taken in at the Palmdale office. He receives additional compensation for handling express shipments from and to Fox Airport. All except a few minor expenses of operating the office and providing the collection and delivery service within the Palmdale defined limits are borne by the merchant agent, the latter services being accomplished with his own truck.

The agent at Lancaster is designated as an exclusive commission agent and as such is an employee of applicant, devoting all of his working hours to the express business. His compensation reflects a percentage of the Lancaster express revenues plus an additional amount for handling air express shipments from and to Fox Airport. All of the expenses involved in operating the Lancaster office are borne by applicant except rent, telephone and utilities expenses and running expenses for the collection and delivery truck. This latter group of expenses is assumed by the agent. The truck is furnished by the company.

<sup>1/</sup> The record discloses that Fox Airport is the commercial airport for the two communities, while Palmdale Airport is used for the testing of aircraft and for other military uses.

Under the proposal herein the agent at Lancaster would receive a stated salary and a helper would be on duty three days per week to make collections and deliveries and assist in the office work.<sup>2/</sup> The helper would work on these days on which the volume of work was heaviest. On the remaining two work days of the week collections and deliveries would be made by the agent, necessitating the closing of the office during such periods.<sup>3/</sup> Two trucks would be assigned to the office for collection and delivery of shipments and for the handling of air express shipments from and to Fox Airport. The trucks would be operated on an unscheduled basis over any and all convenient public streets and highways. This arrangement, the record indicates, would provide the flexibility necessary for the most efficient use of applicant's vehicles and the rendition of prompt service to patrons.

An essential part of the consolidation plan is applicant's offer to provide toll-free telephone service to the Lancaster office for customers located in the consolidation area but who are outside the local telephone calling areas of that city. This arrangement will enable such patrons to request pickup services and to transact other business without having to pay a toll charge. It is the intention of applicant also to install in the Lancaster office a telephone answering device. This equipment will record inbound

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<sup>2/</sup> Both the Lancaster and Palmdale offices are open five days per week, Monday through Friday, exclusive of holidays. The same arrangement would prevail at the Lancaster office under the proposed consolidation plan. The Palmdale Airport is adjacent to the northern boundary of the Agency's collection and delivery limits. While service is presently accorded to industries and other facilities located in the southern section of said airport the record does not disclose whether the merchant agent's truck serves the entire airport, which covers about eight square miles.

<sup>3/</sup> This is the situation today at Lancaster on all five business days of the week. At Palmdale, the record indicates, it is rarely necessary to close the office during stated business hours, because the merchant agent arranges for someone to be at the office while pickups or deliveries are being made.

calls received when the office is temporarily closed while the agent is making collections and deliveries on those days on which the assistant is not working.

No Agency employee will lose his position, the superintendent testified, if the proposed consolidation plan is placed in effect. Under provisions of applicant's agreement with the employees' organization, the present agent at Lancaster will remain as agent at that point, and the merchant commission agent at Palmdale, while no longer handling the express work, will devote his time to his other business interests.

Applicant estimates that the consolidation plan here under consideration will result in net savings of approximately \$4,900 per year in operating expenses. This amount does not include certain additional anticipated savings, the dollar amount of which could not be estimated. Among these are the reduction in administrative, supervisory, auditing and tariff expenses which will result from centralization of the Agency's activities in the Lancaster-Palmdale area in a single terminal.

As hereinbefore stated, the consolidation proposal contemplates that Lancaster will become the waybilling point for all traffic now handled through the Palmdale office. This change, the record shows, will not result in any increases or reductions in rates and charges, since Lancaster and Palmdale are in the same rate block and subblock in the Agency's tariffs.

The following reasons were given by the superintendent for the proposal to locate the office for the area in question at Lancaster, rather than at Palmdale: (1) Lancaster has the larger

population of the two communities.<sup>4/</sup> (2) Lancaster is nearer Fox Airport than is Palmdale so that less transit time and expense will be involved in handling air express shipments from and to the airport. (3) Applicant has facilities at Lancaster which are large enough to accommodate operations for the proposed consolidated area, and which it would continue to use, whereas at Palmdale it would have to locate a building and grounds suitable for the purpose. (4) Applicant's underlying carrier, Pacific Motor Trucking Company, has a terminal at Lancaster; the trailer containing express shipments for Palmdale and Lancaster is dropped at Lancaster during the night and picked up for outbound movement the following evening, and under this arrangement the Lancaster agent unloads and loads the trailer at his convenience during regular working hours, whereas, if the consolidated office were to be located at Palmdale, the superintendent testified, applicant would be required, under its labor contract, to keep a salaried employee on hand to work the trailer as it passed through Palmdale during the night in each direction; this, he said would be expensive, and a poor manner of operation from the company's standpoint.

4/ Palmdale is an incorporated city, while Lancaster is unincorporated. According to this witness, the population of Lancaster is approximately 35,000, and that of Palmdale 10,500, with 3,000 to 4,000 more in the outlying area. According to an exhibit, reflecting the results of a survey made for the local chambers of commerce by the postmasters of the area, the estimates of population served by the various post offices in January 1963 were as follows: Lancaster, 42,070; Lake Hughes (west of Lancaster), 1,000; Palmdale, 22,009; Action, Little-rock, Llano, Pearblossom and Valyermo (all located south or east of Palmdale), 6,881 (in the aggregate).

Granting of the application was supported by two residents of Lancaster, speaking on their own behalf,<sup>5/</sup> and by the Brotherhood of Railway Clerks. An associate transportation rate expert of the Commission staff assisted in the development of the record.

Granting of the application was opposed by the City of Palmdale, by certain residents of that community, speaking on their own behalf, and by certain highway common carriers which presently serve the communities involved herein. The City of Palmdale presented 15 witnesses, each of whom testified in support of the city's protest. They included the mayor, the president of the chamber of commerce, representatives of several manufacturing or commercial businesses, a physician, a landlord, the operator of a home for retarded persons, and several retired persons and housewives. Some of the business organizations use the services of applicant frequently. The householders and retired persons ship only occasionally. Four of the witnesses live in the Littlerock or Pearblossom sections (10 and 15 miles, respectively, from Palmdale and well beyond even the proposed collection and delivery limits of that city). Another has investments in an area 8 miles distant.

The following reasons were given by the above-mentioned witnesses for keeping the Palmdale office open: (1) With rare exceptions, someone is on duty at the office at all times during office hours, even when deliveries are being made; if Palmdale is closed, persons who find it necessary to go to the Lancaster office may find it closed while the agent is making deliveries, and be

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<sup>5/</sup> One of these was the president of the Lancaster Chamber of Commerce. From his testimony, and from other statements made at the hearing, it appeared that some residents of the area thought the matter under consideration was whether the single office under the proposed consolidation plan should be maintained at Lancaster or at Palmdale. The examiner made it clear that the Commission did not have before it any proposal to close the Lancaster office and to serve the entire area from the Palmdale office.

inconvenienced by waiting. (2) Those persons or firms located within the proposed collection and delivery limits who for various reasons nevertheless find it necessary to go to the company's office will be required, if the application is granted, to travel an additional distance ranging up to  $7\frac{1}{2}$  miles in each direction.

(3) Persons living southerly and easterly of said limits, including persons in the Littlerock, Pearblossom, Llano, Valyermo and Action areas, are now required to travel up to 18 miles in each direction between homes and the Palmdale office; if the application is granted they will be required to travel an additional distance of  $7\frac{1}{2}$  miles in each direction in order to transact business with applicant. (4) The merchant agent at Palmdale renders outstanding service, even making pickups or deliveries on occasion outside office hours; it is feared that under the proposed consolidation plan the service to be accorded patrons in Palmdale will be inferior to that which they presently receive. (5) Palmdale and its environs are growing in population and in economic importance. (6) An exhibit of applicant shows, for the 12-month period ended September 30, 1963, total express revenues at Palmdale of \$68,637, as contrasted with \$65,637 at Lancaster.<sup>6/</sup> (7) One of applicant's witnesses had suggested that if a patron from Palmdale found, on arrival at the Lancaster office, that the latter was closed while the agent was making deliveries, said patron would transact such other business as he had in Lancaster, returning to the Agency's office later, but the president of the Palmdale Chamber of Commerce testified that the chamber of commerce was opposed to any arrangement which would encourage Palmdale residents to do their shopping in Lancaster.<sup>7/</sup>

<sup>6/</sup> It is to be observed, however, that during the same period the agent at Lancaster handled 8,519 shipments, while at Palmdale 4,224 shipments were processed.

<sup>7/</sup> This witness stated also that the Palmdale Chamber of Commerce had passed a resolution requesting that the Palmdale office of applicant remain open.



Protestant United Parcel Service offered no evidence. One of its representatives in a closing statement, expressed the view that applicant had failed to show any need for the sought highway common carrier certificate. As in the earlier proceedings in this series, he urged further that any certificate which the Commission might issue be made subject to a condition to the effect that all traffic transported thereunder should have, in addition to such transportation, an immediately prior or immediately subsequent movement by rail, air or line-haul truck transportation. An unrestricted motor carrier certificate, he stated, would enable applicant at any time, by simple tariff publication, to drastically change the character of its operations and commence a regular truck operation in direct competition with the existing common carriers which adequately serve the area.

Granting of the application was protested also by six highway common carriers of general commodities and the affiliated express corporation of one of them. Counsel for these carriers offered evidence through witnesses for three of the operators: Constructors Transport Co. (operated by T.I.M.E. Freight, Inc.), Victorville-Barstow Truck Line, Inc. and Desert Express.

While counsel for the general commodity highway carriers argued that the application should be denied in its entirety, the record indicates that the protest of these carriers was directed primarily against the granting of the sought highway common carrier certificate. The witnesses testified regarding the nature and quality of their respective services from and to the Lancaster-Palmdale area. The traffic of Constructors Transport Co., the record shows, is restricted to that originating or terminating at a Government installation or to shipments which move under a

Government bill of lading. Service of this carrier to the Palmdale Airport is approximately one schedule per week. The other two carriers provide daily service between Los Angeles (and points beyond) and Lancaster-Palmdale, including the Palmdale Airport.

The aforesaid witnesses of the general commodity haulers expressed the view that granting of the certificate sought herein would have an adverse effect on their own operations from and to Lancaster and Palmdale. They pointed out that the available desert traffic is generally much lighter than in more heavily populated sections. The witness for Victorville-Barstow Truck Line, Inc. pointed out that after Railway Express Agency was authorized to serve Edwards Air Force Base<sup>8/</sup> the witness' company lost traffic to the Agency, particularly because of so-called "container" rates which the Agency established from and to the base. The witness was fearful that a similar consequence would follow with respect to traffic destined to, or originating at, the installations at Palmdale Airport if the application herein were granted. This testimony was adopted by the witness for Desert Express.

#### Discussion, Findings and Conclusion

The proposal here under consideration differs from the earlier proceedings in that only two offices are involved, whereas in the prior applications at least three, and as many as 23, offices were embraced in the consolidation plans. Palmdale and Lancaster, which are about 8 miles apart, are the only communities of their order of population in the entire Antelope Valley--in fact, in the

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<sup>8/</sup> By Decision No. 62256, dated July 11, 1961 in Application No. 43186, the Agency was granted a highway common carrier certificate which enabled the carrier to provide collection and delivery service at Edwards Air Force Base out of its office at Barstow.

area extending from Mojave, on the north, to Newhall, on the south, a distance of 70 miles. In such circumstances, a proposal to close one of the offices, no matter which, and to serve both communities from the remaining office, is sure to call forth protests from the people of the city which is threatened with the loss of its office. Here the appeal to local concern is in evidence to a much greater degree than in those prior proceedings where the operations of several express offices in a particular area have been consolidated into a single office. Nevertheless, the standards to be applied in appraising the propriety of the instant request should be consistent with those which were observed in the earlier proposals.

The Agency proposes to provide out of Lancaster the same frequency of collection and delivery service to Palmdale patrons which they now receive from the office in the latter city. The principal objection of the Palmdale witnesses to closing the office in that city relates to the inconvenience of driving to Lancaster (on those occasions when it becomes necessary to visit the office there) and finding the office closed while the agent is making deliveries. However, since the Agency plans to provide toll-free telephone service, it will be a simple matter for patrons to telephone the agent before leaving their homes or places of business to ascertain when he will be at the office and to make their plans accordingly. If the agent is out at the time of the telephone call, the recording device, heretofore mentioned, will record the call pending the agent's return. As stated above, the situations just described would normally occur only on the two days of the week on which the agent's assistant would not be working. The presence of an office in Palmdale makes it convenient for patrons

to transact business there rather than to utilize the collection and delivery service now provided and to make inquiries by telephone. It appears that, in most instances, the use of the toll-free telephone service and the collection and delivery service out of Lancaster would, under the office consolidation plan, make trips by patrons to the Lancaster office unnecessary.

The high quality of service presently rendered by applicant's merchant agent at Palmdale was stressed by the public witnesses. The question presents itself as to whether an over-the-counter office might be maintained there in conjunction with collection and delivery service out of Lancaster. Apart from consideration of testimony of applicant's witnesses to the effect that the company, as a part of its nationwide modernization program, is seeking to eliminate this type of office, it appears from the record that if the consolidation plan is placed into effect, the over-the-counter office at Palmdale would, under the terms of applicant's labor agreement, be a substation of the Lancaster office and a full-time salaried employee of the Agency at such station would be mandatory. In such event, the present merchant agent arrangement would be terminated.

While the proposed collection and delivery area is much larger than the present Lancaster and Palmdale areas combined, the evidence indicates that, based upon the Agency's experience in other localities, the proposed area can be efficiently and satisfactorily served by a full-time agent and part-time helper with two trucks, as contemplated under the consolidation plan.

Applicant has exercised its managerial discretion in proposing that the single office for the consolidated area be maintained at Lancaster rather than Palmdale. The reasons advanced by its witnesses for that decision, as hereinbefore set forth, are persuasive. The evidence is convincing that in proposing to close the Palmdale office applicant has no intention of downgrading its service in that community, but on the contrary expects to increase its Palmdale business by means of the more efficient service which it proposes to render.

It is true that closing of the Palmdale office will be disadvantageous to those patrons residing outside the Palmdale portion of the proposed limits, particularly those in the communities, hereinabove mentioned, lying to the south and east of Palmdale. This is a problem which has arisen in each one of the Agency's office consolidation applications. The testimony from the witnesses from the communities in question indicates that, for the most part, they make only occasional express shipments. Applicant's investigation disclosed that the traffic generated in those areas is light and that extension of collection and delivery service to them would not be economically justifiable.

Applicant serves Lancaster and Palmdale as an express corporation, with Pacific Motor Trucking Company functioning as its underlying line-haul carrier between those points and Los Angeles, to the south, and Mojave and other points, to the north. This arrangement applicant does not propose to change. It simply desires to provide a more efficient, economical method of providing collection and delivery service at Palmdale and Lancaster, at the same time enlarging the service area in recognition of the geographical expansion which these communities have experienced in recent years. In order to accomplish this purpose the highway common carrier certificate herein sought is necessary. Yet the witnesses for the protesting general freight haulers gave the impression that they regard applicant as a new carrier in the area, proposing to serve communities and facilities which it does not now serve. With respect to the matter of Agency service to the military installations and related facilities at Palmdale Airport, and the apprehension of said witnesses that granting of the certificate would enable the Agency to divert traffic from their companies by means of container rates, it is only necessary to point out that applicant now provides service from and to Palmdale Airport and could heretofore have provided such rates. It is clear that applicant should not be precluded from modernizing its operations in Palmdale-Lancaster, as in other areas which it has long served..

The restriction proposed by United Parcel Service in connection with any highway common carrier certificate which may be granted pursuant to the application herein is one which the Commission has, without exception, imposed on certificates granted the Agency in the prior office consolidation proceedings. We see no reason for departing from that policy in the present proceeding.

The evidence shows, and we hereby find, that adoption of the proposed consolidation plan will result in the following principal advantages: (1) the Agency will be in a position to furnish service to the public more efficiently and more expeditiously than under the present methods of operation; (2) collection and delivery service will be extended to areas where such is not now provided; (3) the proposed consolidation of offices will result in substantial savings in operating costs.

Based upon consideration of the record as a whole, we hereby further find as follows:

1. Consolidation, in applicant's Lancaster office, of the service now rendered through the Palmdale office will not be adverse to the public interest.
2. Concurrently with consolidation of said service in applicant's Lancaster office, public convenience and necessity will no longer require applicant to maintain the Palmdale office.
3. Extension of the pickup and delivery limits, as proposed in the application herein, as amended, is in the public interest and should be placed into effect concurrently with such consolidation of offices.
4. Public convenience and necessity require the issuance to applicant of a certificate of public convenience and necessity as a highway common carrier between all points set forth in paragraph numbered 6 of said application, as amended, subject to the conditions stated in paragraphs numbered 7 and 8 of said application (relating to routes of travel and to commodity exclusions, respectively), subject also to the addition of "logs" to the aforesaid excluded commodities, and subject to the further condition that transportation

thereunder shall be limited to movements under a through bill of lading and having a prior or subsequent movement by rail, water, air or line-haul truck transportation.

We conclude that the application, as amended, should be granted to the extent indicated in the foregoing findings.

Applicant is hereby placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. Railway Express Agency, Incorporated is authorized, concurrently with the consolidated of service in its Lancaster office, as proposed in Application No. 45914, as amended, to discontinue its office at Palmdale, subject to the following conditions:

- (a) Within one hundred twenty days after the effective date hereof, and not less than ten days prior to the discontinuance of said agency, applicant shall post a notice of such discontinuance at said office, and, within one hundred twenty days after the effective date hereof and on not less than thirty days' notice to the Commission and to the public, applicant shall file in triplicate amendment to its tariffs showing the changes



authorized herein and shall make reference in such notice and tariffs to this decision as authority for the changes. In no event shall the agent be removed, pursuant to the authority hereinabove granted, earlier than the effective date of the tariff filings required hereunder.

- (b) Within thirty days after discontinuance of service as herein authorized, applicant shall, in writing, notify this Commission thereof and of compliance with the above conditions. Concurrently with discontinuance of said office, applicant shall establish service to the extended pickup and delivery limits described in the application, as amended.

2. A certificate of public convenience and necessity is granted to Railway Express Agency, Incorporated authorizing it to operate as a highway common carrier as defined by Section 213 of the Public Utilities Code, for the transportation of property between the points, over the routes and subject to the conditions particularly set forth in Appendix A, attached hereto and made a part hereof.

3. In providing service pursuant to the certificate 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 of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 99 and insurance requirements of the Commission's General Order No. 100-B. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the safety rules or the provisions of General Orders Nos. 99 or 100-B, may result in a cancellation of the operating authority granted by this decision.

- (b) Within one hundred twenty days after the effective date hereof, applicant shall establish the service herein authorized and file tariffs, in triplicate, in the Commission's office.
- (c) The tariff filings shall be made effective not earlier than thirty days after the effective date of this order on not less than thirty days' notice to the Commission and the public, and the effective date of the tariff filings shall be concurrent with the establishment of the service herein authorized.
- (d) The tariff filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs set forth in the Commission's General Order No. 80-A.

4. In all other respects Application No. 45914, as amended, is denied.

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

Dated at San Francisco, California, this 13<sup>th</sup> day of AUGUST, 1964.

Fredrick B. Holloff  
President  
George H. Brown  
William L. Bennett  
Commissioners

Railway Express Agency, Incorporated, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport all commodities except the following:

1. Used household goods and personal effects not packed in accordance with the crated property requirements set forth in Item No. 5 of Minimum Rate Tariff No. 4-B.
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. Commodities requiring the use of special refrigeration or temperature control in specially designed and constructed refrigerator equipment.
4. Liquids, compressed gases, commodities in semi-plastic form and commodities in suspension in liquids in bulk, in tank trucks, tank trailers, tank semitrailers or a combination of such highway vehicles.
5. Commodities when transported in bulk in dump trucks or in hopper-type trucks.
6. Commodities when transported in motor vehicles equipped for mechanical mixing in transit.
7. Logs.
8. Excepted commodities as enumerated in Railway Express Agency, Incorporated's tariffs filed with this Commission and in effect on the date of issuance of Decision No. 67727, in Application No. 45914.

Issued by California Public Utilities Commission.

Decision No. 67727, Application No. 45914.

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Appendix A

RAILWAY EXPRESS AGENCY,  
INCORPORATED

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BETWEEN the following points:

Lancaster, Palmdale, Palmdale Airport, General W. J. Fox Airport, all points on Avenue I between 20th Street West and 50th Street West and all points on 50th Street West between Avenue I and General W. J. Fox Airport.

VIA any and all convenient public streets and highways between said points.

SUBJECT to the following condition:

The highway common carrier service herein authorized shall be limited to the transportation of express traffic of Railway Express Agency, Incorporated under a through bill of lading or express receipt, and said traffic shall receive, in addition to the highway carrier movement by applicant herein authorized, an immediately prior or immediately subsequent movement by rail, water, air or line-haul truck transportation.

End of Appendix A

Issued by California Public Utilities Commission.

Decision No. 67727, Application No. 45914.