

Decision No. 68685**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of RAILWAY EXPRESS  
 AGENCY, INCORPORATED, for authority  
 (a) to move its office from  
 Inyokern to Ridgecrest and (b) to  
 provide collection and delivery of  
 express shipments by truck to termini  
 in the Ridgecrest area.

Application No. 45963

Pillsbury, Madison & Sutro, Noel Dyer and Dudley A. Zinke, for applicant.  
Arthur H. Glanz, for California Motor Express, Ltd., Constructors Transport Co. (operated by T.I.M.E. Freight, Inc.), Decert Express, Merchants Express of California, Southern California Freight Lines, Inc., Valley Motor Lines, Inc. and Victorville-Barstow Truck Line; Russell & Schureman, by R. Y. Schureman, for Western Gillette, Inc.; Roger L. Ramsey and Jerome M. Sivesind, for United Parcel Service; protestants.  
R. M. Hartsock, for United States Department of Defense; H. W. Taggart, for California State Legislative Committee, Brotherhood of Railway Clerks; interested parties in support of application.  
Leonard Diamond, for the Commission's staff.

O P I N I O N

By this application, as amended, Railway Express Agency, Incorporated (Agency) seeks authority to discontinue its office at Inyokern, Kern County, and concurrently to open an office at the neighboring City of Ridgecrest. Applicant proposes to provide collection and delivery service in the Ridgecrest area with its own trucks and to offer direct air express service, using for underlying air transportation the service of Pacific Air Lines to and from Inyokern Municipal Airport. Applicant therefore also seeks a certificate of public convenience and necessity to operate as an express corporation to serve Ridgecrest and China Lake Naval Ordnance Testing Station (N.O.T.S.), which is adjacent to Ridgecrest,

and a certificate of public convenience and necessity to operate as a highway common carrier between Ridgecrest, China Lake Naval Ordnance Testing Station, Inyokern, Inyokern Municipal Airport and all points on Inyokern Road between Inyokern and Ridgecrest.

Public hearing of the application was held before Examiner Bishop at Ridgecrest on January 22, 1964 and at Los Angeles on April 21, 22 and 23, 1964. At the close of oral argument on the last named date the matter was taken under submission. On July 8, 1964 applicant filed a petition requesting that submission be set aside and the matter be reopened for further hearing, at which a witness or witnesses from the United States Department of Defense would testify in support of the proposals under consideration. By its order dated July 28, 1964 the Commission granted the aforesaid petition and further hearing was held at Los Angeles on October 8, 1964. The matter was then resubmitted.

The record shows the following facts: Inyokern is an unincorporated community with a population of about 650, located on a line of the Southern Pacific Company 50 miles north of Mojave. Seven miles east of Inyokern is the incorporated City of Ridgecrest, with a population of approximately 7200. N.O.T.S. is a large Naval installation with the preponderance of its buildings and its population of about 12,500 located in its western extremity, adjacent to Ridgecrest. Neither N.O.T.S. nor Ridgecrest is served by railroad for the transportation of shipments in intrastate commerce.<sup>1/</sup>

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<sup>1/</sup> Pacific Southcoast Freight Bureau Tariff No. 247-J, filed with this Commission, shows that Southern Pacific provides pickup and delivery service as to intrastate traffic on shipments originating or terminating within a radius of one mile of its Inyokern station. For interstate traffic that carrier's limits include, in addition to the aforesaid one mile radius, the entrance gate to N.O.T.S. and the community of Ridgecrest.

Applicant's agency at Inyokern is housed in the Southern Pacific station and its agent is a so-called joint commission agent, whose principal occupation is to act as agent for the railroad. Applicant provides no collection or delivery service at Inyokern. It maintains no other office in the Ridgecrest area. Patrons located at Inyokern, Ridgecrest and N.O.T.S. are all required to tender and take delivery of their Railway Express shipments at the Inyokern office.

The record also shows that the underlying carrier for applicant's traffic originating or terminating at Ridgecrest is Pacific Motor Trucking Company, a highway common carrier subsidiary of Southern Pacific.<sup>2/</sup>

Applicant's superintendent gave the reasons for the proposed service changes. The great preponderance of traffic currently handled at the Inyokern office, he testified, is for shippers and consignees located at Ridgecrest and at N.O.T.S. The following tabulation of inbound and outbound shipments, and their associated revenues, handled at Inyokern during the month of November, 1963, bears out this statement:

	<u>Shipments</u>			<u>Revenue</u>		
	<u>Intrastate</u>	<u>Interstate</u>	<u>Total</u>	<u>Intrastate</u>	<u>Interstate</u>	<u>Total</u>
N.O.T.S.			239			\$3426
Ridgecrest			141			1167
Inyokern			<u>17</u>			<u>110</u>
Total	64	333	397	\$289	\$4414	\$4703

In view of this circumstance, the witness asserted, applicant believes that, in the public interest as well as that of the company, the office should be relocated so as to be as near as

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<sup>2/</sup> Western Gillette, Inc., a highway common carrier, also acts as underlying carrier for applicant from and to Ridgecrest in the transportation of certain classes of explosives and of shipments requiring armed surveillance.

possible to the area of greatest traffic potential. It is also applicant's view, he said, that the volume of traffic currently handled at the Inyokern office and the potential for traffic resulting from the rapid growth of the communities at Ridgecrest and N.O.T.S., justify the institution of collection and delivery service as proposed in the application herein.

Applicant is also of the opinion, the superintendent testified, that there is a need, particularly at N.O.T.S., for direct air express service. Assertedly, such service would be feasible with the opening of a salaried office supplied with trucks with which to pick up and deliver air express shipments at Inyokern Airport.<sup>3/</sup>

Initially one full-time employee would be on duty at the proposed Ridgecrest office, the superintendent stated. Office hours would be from 8:00 a.m. to 12:00 noon and from 1:00 p.m. to 5:00 p.m., daily except Saturdays, Sundays and holidays. Motor vehicle equipment would consist of one 12-foot 1½-ton parcel delivery truck, to be taken from applicant's pool of surplus equipment.

Toll-free telephone service would be provided for those areas which would receive collection and delivery service but which are outside the local telephone calling area of the proposed Ridgecrest office. This arrangement would enable patrons so located to request collection service and to transact other business without having to pay a toll charge. It is also the plan of applicant, if the application herein should be granted, to install in the Ridgecrest office a telephone answering device. This equipment will record incoming calls received when the office is temporarily closed while the agent is making collections and deliveries.

Under the proposed plan of operation, inbound surface express would arrive at applicant's Ridgecrest Terminal between 8:00 and 8:30 a.m. and deliveries would be made shortly thereafter to

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<sup>3/</sup> Currently air express shipments originating or terminating in the area in question are handled via the Los Angeles Airport. The figures in the above tabulation for November 1963 indicate four such shipments.

consignees within the delivery limits. For outbound shipments two schedules of the underlying carrier would be available to the Agency: one leaving Ridgecrest for Los Angeles between 1:30 and 2:30 p.m. and the other departing about 8:00 p.m. Those express shipments which had not been picked up in time to be sent out on the earlier truck would be handled by the evening truck. The driver of the latter vehicle would pick up the shipments from a lockbox outside the Agency's Ridgecrest office. According to the superintendent, approximately one hour per day would be spent by the company's agent in making collections and deliveries in the defined area.

The record discloses that Pacific Air Lines schedules one trip per day in each direction between Los Angeles and Inyokern Airport. Departure and arrival times at the airport are 6:10 a.m. and 10:19 p.m.<sup>4/</sup> Because of this schedule, pickup of outbound air express shipments by applicant would necessarily be made on the day prior to that of departure of the plane, and deliveries made on the day following arrival of the inbound shipments at the airport. However, consignees could take delivery of inbound shipments at the airport shortly after arrival of the plane, as Pacific Air Lines has an employee on duty there from 5:30 a.m. until 11:00 p.m. Also, consignors could tender outbound air express shipments on the morning of the plane's departure, and obtain delivery the same day at California destination. By reason of this arrangement air express shipments could also be tendered or received at the airport on Saturdays, Sundays and holidays.

The proposed relocation of the Agency's office, the superintendent testified, will result in a small rate increase on surface express shipments moving between Ridgecrest and Lone Pine, and a

4/ At the adjourned hearing on October 8, 1964, applicant's district operations manager offered testimony regarding the airline schedules from and to Inyokern Airport, which had been revised subsequent to the time of the hearing at Ridgecrest. This witness also introduced an exhibit setting forth the air express schedules which would be available between Inyokern Airport, on the one hand, and, on the other, representative California cities as well as interstate points to and from which N.O.T.S. shipments are handled.

slight rate reduction on surface shipments moving between Ridgecrest and Tehachapi. There will be no other changes in surface express rates.

Air express shipments are presently subject to the surface express charge between Inyokern and the Los Angeles Airport, plus the air express charge between said airport and the air express point of origin or destination beyond. Under the proposed air express service, the surface movement to the Los Angeles Airport would be eliminated, through air express rates from and to Inyokern Airport would be established on the scale generally applicable from and to the zone in which the latter airport is located, and free collection and delivery service would be provided from and to all locations in the proposed Ridgecrest collection and delivery limits. According to an exhibit of record, the proposed through air express rates would be substantially less than the presently applicable combination of surface and air express rates via the Los Angeles Airport on movements between the Ridgecrest area and representative cities throughout the State.

Five public witnesses and an officer from N.O.T.S. testified in support of the proposed service. The public witnesses were from the business community in Ridgecrest. Three of them were retail merchants, one an insurance agency manager, and the fifth an accountant.<sup>5/</sup> The accountant is also mayor of Ridgecrest. In that capacity he gave general testimony concerning the growth of the community in recent years. He read into the record a letter from the Ridgecrest city administrator advising that the city council favors the transfer of the Agency's office from Inyokern to Ridgecrest.

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<sup>5/</sup> The three merchants reflected the operation of six retail establishments. The accountant also testified regarding a retail business operated by his wife.

All of these witnesses use the Agency's service in varying degrees, but find it inconvenient to go to Inyokern to pick up or tender their shipments. All but one indicated that they would use the service more frequently, if the application were granted. Most of the present shipments are inbound, those coming from California points originating largely in the San Francisco Bay and Los Angeles areas. The evidence indicates further that in most instances, the bulk of the Agency shipments come from eastern interstate points. Reasons given for favoring the proposal were: the convenience of collection and delivery service, the reduction in transit time as compared with the present arrangement,<sup>6/</sup> and lower charges for the smaller shipments than those which are understood to prevail via the regular freight haulers. The merchant witnesses also use this latter class of carrier, and found such service to be satisfactory.

The witness for N.O.T.S. was a Naval captain who is its director of supply. He outlined the functions of the Naval base in question and testified as to the volume and nature of the shipments forwarded and received. N.O.T.S. uses a variety of carriers. Its volume of shipments via applicant is not heavy but is important. While the Navy uses surface express to some extent, its primary interest, he indicated, is in the proposed air express service. Air express shipments presently must move via surface carrier between the Inyokern and the Los Angeles Airports, and in those instances where great urgency is involved, N.O.T.S. sends its own truck from the base to Los Angeles to pick up a shipment there. Under the proposal herein, shipments would move via air directly to or from Inyokern Airport and be accorded collection and delivery service at the base.

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<sup>6/</sup> Customarily, on arrival of inbound shipments applicant's agent at Inyokern sends the consignee a notice of arrival by mail. In many instances this results in a day's delay in making delivery.

Other advantages, to N.O.T.S., of the proposed service were summarized by the Naval officer as follows: collection and delivery service will be available in all shipments; through air express service, with one-carrier responsibility, will be available to and from all parts of the country; on Saturdays, Sundays and holidays, and after business hours on other days, N.O.T.S. will be able to pick up shipments at Inyokern Airport, shortly after their arrival, under the arrangement heretofore mentioned.

The Navy witness testified that the quality of service now rendered by the general freight carriers ranges from "satisfactory" to "excellent" and he did not anticipate any diversion from those carriers of the traffic which they normally handle, in the event that the application herein is granted. The Agency's service, he stated, is required when high priority dictates the movement of items as swiftly as possible in order to meet critical defense requirements.

No one from the community of Inyokern appeared in opposition to the proposal to transfer applicant's office from that point to Ridgecrest. The California State Legislative Committee of the Brotherhood of Railway and Steamship Clerks appeared in support of the proposals, but did not participate. A representative of the Commission's Transportation Division staff assisted in the development of the record.

Granting of the sought highway common carrier certificate was opposed by eight highway common carriers of general freight<sup>7/</sup> and by one specialized highway common carrier, United Parcel Service. Evidence was adduced on behalf of three of the general haulers, Western Gillette, Inc. (Western), Desert Express (Desert) and

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<sup>7/</sup> The record discloses that one of these carriers, Victorville-Barstow Truck Lines, does not serve the Inyokern-Ridgecrest area.



Constructors Transport Co. (operated by T.I.M.E. Freight, Inc.).  
The record shows that the last-named carrier is authorized, as to California intrastate commerce, to transport property between Government installations only (including N.O.T.S.), on the one hand, and, on the other, all points in California. According to its traffic manager it makes, at the most, one trip per month to N.O.T.S.

Western and Desert appear to be the principal general freight haulers into the area here in issue. Officers of those carriers testified regarding the services provided by their respective companies. Desert operates between the Ridgecrest area and principal California points; Western has more extensive California coverage and also serves directly points as far east as Chicago. Both companies maintain terminals at Ridgecrest. Overnight service, expedited on occasion on request of N.O.T.S, is provided between Ridgecrest and Los Angeles and pickup and delivery service is accorded at both Ridgecrest and N.O.T.S.

Applicant is well known for the specialized types of service which it renders, such as the transportation of items of great value, of highly perishable traffic, such as cut flowers, and of live animals, and the providing of hand-to-hand signature and armed guard service. The witnesses for Gillette and Western testified regarding the extent to which those carriers also provide such services. That evidence discloses that some of these specialized services, but not all, are provided either regularly, or on occasion, by one or both carriers.

Reasons given by the protesting carrier witnesses for opposing the application were as follows: Operations in the desert area are marginal, with very little backhaul and insufficient traffic to justify an additional carrier. Without any limitation on the dimensions of packages or weight of shipments, the issuance of a certificate as proposed by applicant would make it possible for it to

convert the express service in question into a general freight operation at competitive rates. Applicant would be a formidable competitor because of its low package rates for small shipments.

Western Gillette would withdraw its protest if applicant's proposals were modified to provide that any traffic transported under the proposed highway common carrier certificate must have a movement via rail or air carrier over some portion of the journey. Desert Express would have no objection to the granting of a certificate restricted to the transportation of live animals, human remains or perishables.

It is the position of United Parcel Service, as stated by one of its representatives, that there is an abundance of certificated highway common carriers that are able to perform the collection and delivery service for applicant at the points involved herein, in view of which there is no need for the issuance of such a certificate to applicant. If, however, a certificate is to be granted, he urged that it be made subject to the requirement that there be, in addition to the transportation authorized thereby, an immediately prior or immediately subsequent movement by rail, air or line-haul truck transportation.

#### Discussion, Findings and Conclusions

The application herein is essentially one in which Railway Express Agency, Incorporated seeks to move its office in the Inyokern-Ridgecrest area to a location more central to the population of that area and to provide collection and delivery service therein with its own vehicles and employees. The record establishes that of the shipments handled by the Agency through the Inyokern office only a very small portion originates or terminates in that small community, and that the overwhelming majority of the shipments relates to consignors and consignees located in Ridgecrest or at N.O.T.S. There is little

likelihood, the record indicates, of any material increases in the population of Inyokern within the foreseeable future. The fact is obvious that greater convenience to the Agency's patrons in the Ridgecrest area will result from the relocation of the office and the institution of collection and delivery service.

Some of the protesting carriers are treating the application as if it were that of a new carrier in the area. This is not the case; the record shows that applicant has had an office at Inyokern for at least 43 years. By the proposals herein it is seeking to improve the quality of its service in the Inyokern-Ridgecrest district.

The evidence discloses that protestants Western and Desert provide general freight service of high calibre and that they transport a substantial amount of traffic between the Ridgecrest area and points in California. The heaviest movement is intrastate in character; most of it originates or terminates in the Los Angeles area. A substantial portion of this traffic, moreover, is of less than truckload shipments. These protestants demonstrated that between the Ridgecrest area and the Los Angeles basin the service of applicant, under the proposed plan, will not be any faster than that provided by said protestants, and that even the proposed air express service, when collection and delivery would be performed, would not provide faster service than that of protestants on movements between said areas.

It is to be observed, however, that much of the traffic handled by applicant through its Inyokern office originates or terminates beyond Los Angeles and southern California generally. In fact, the figures hereinabove set forth show that the great majority of such shipments come from, or are destined to, interstate points.

Parenthetically, in earlier proceedings involving applicant herein, the fact that a relatively small portion of the express traffic there considered was intrastate in nature did not act as a bar to the granting of a highway common carrier certificate.<sup>8/</sup> Thus, while applicant's service between the Ridgecrest and Los Angeles areas would possibly be no faster than that of the protestant general freight haulers, the record indicates that the accustomed superiority, in point of speed, of the Agency's service over that of the general freight haulers would obtain in connection with the longer hauls considered herein.

As hereinabove stated, the broad spectrum of specialized services which the Agency holds itself out to perform is duplicated only in part by certain of the protestant carriers. In many respects the services of the Agency are unique. The proposed office relocation, collection and delivery service and institution of air express will make these specialized operations more readily accessible to the Agency's patrons.

Counsel for Western argued that even if it is concluded to authorize the sought office relocation it would still be unnecessary to grant to applicant a highway common carrier certificate, as collection and delivery service within Ridgecrest could be performed by applicant under its city carrier permit. He also argued that applicant could contract with its underlying carrier, Pacific Motor Trucking, for that company to pick up applicant's air express traffic at Inyokern Airport and deliver it to applicant along with the surface traffic. These arrangements, were they to be placed in effect, would not provide the complete area coverage justified by the Agency in this proceeding; no collection and delivery service would be

<sup>8/</sup> See, for example, the discussion on this point on sheets 13 and 14 of Decision No. 67424 (mimeographed), dated June 23, 1964 in Application No. 45863.

accorded patrons, including the Government, at N.O.T.S. or at Inyokern. The suggested arrangement is not satisfactory.

Upon consideration of the evidence and argument, we find:

1. The preponderance of express shipments handled by applicant through its Inyokern office is for patrons who are located at Ridgecrest or N.O.T.S.

2. The establishment by applicant of an express office at Ridgecrest will improve the quality of its service to patrons in the Ridgecrest-N.O.T.S. area.

3. The institution of air express service by applicant via Inyokern Airport will greatly improve the quality of its air express service, now handled via Los Angeles International Airport, to the aforesaid patrons.

4. Public convenience and necessity require the issuance to applicant of a certificate of public convenience and necessity as an express corporation between (1) Ridgecrest and China Lake Naval Ordnance Testing Station; and (2) between said points, on the one hand, and, on the other hand, all points which applicant is authorized to serve as an express corporation operating in California intrastate commerce.

5. Concurrently with the establishment of its office in Ridgecrest and the institution of collection and delivery service in the community of Inyokern, public convenience and necessity will no longer require applicant to maintain the Inyokern office.

6. The establishment of collection and delivery service by applicant with its own vehicles and employees, as proposed in the application herein, will enable applicant to meet most effectively its obligations to the public.

7. 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 No.9

of the application, as amended, subject to the conditions stated in paragraphs numbered 9 and 10 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 an immediately prior or immediately subsequent movement by rail, water, air or line-haul truck transportation.

8. The increases in rates and charges proposed in said application are justified.

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

Railway Express Agency, Incorporated, 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 establishment of an office at Ridgecrest and the institution of collection and delivery service at Inyokern, to discontinue its office at the latter point, 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 the Inyokern 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 ten days' notice to the Commission and to the public, applicant shall file in triplicate amendments 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 within the collection and delivery limits described in the application, as amended.

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

3. A certificate of public convenience and necessity is granted to Railway Express Agency, Incorporated, authorizing it to operate as an express corporation, as defined in Section 219 of the Public Utilities Code, from, to and between the points more particularly set forth in Appendix B, attached hereto and made a part hereof.

4. In providing service pursuant to the highway common carrier 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, and the insurance requirements of the Commission's General Order No. 100-C. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with the provisions of General Order No. 100-C, 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.

5. In providing service pursuant to the express corporation 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. Failure to file such reports, in such form and at such time as the Commission may direct, may result in a cancellation of the express corporation 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.

6. Applicant is authorized to establish, on not less than ten days' notice to the Commission and to the public, and concurrently with the closing of the office at Inyokern and the institution of highway common carrier service, as authorized in paragraphs 1 and 2 hereof, the increased rates proposed in Application No. 45963, as amended.

7. In all other respects Application No. 45963, as amended, is denied.

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

Dated at Los Angeles, California, this 2<sup>nd</sup> day of MARCH, 1965.

Frederick B. Halbluff  
President

Paul E. Mitchell

George H. Grover

Alvin

William L. Bennett  
Commissioners

Railway Express Agency, Incorporated, by the highway common carrier 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. Class A and Class B explosives.
9. 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. 68685, in Application No. 45963.

Issued by California Public Utilities Commission.

Decision No. 68685, Application No. 45963.

BETWEEN the following points:

Ridgecrest, China Lake Naval Ordnance Testing Station, Inyokern, Inyokern Municipal Airport and all points on Inyokern Road between Inyokern and Ridgecrest.

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. 68685, Application No. 45963.

Railway Express Agency, Incorporated, by the express corporation 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. Class A and Class B explosives.
9. 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. 68685, in Application No. 45963.

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Appendix B

RAILWAY EXPRESS AGENCY, Original Page 2  
INCORPORATED

BETWEEN Ridgecrest and China Lake Naval Ordnance Testing Station; also BETWEEN Ridgecrest and China Lake Naval Ordnance Testing Station, on the one hand, AND, on the other hand, all other points which Railway Express Agency, Incorporated, is authorized to serve as an express corporation operating in California intrastate commerce.

End of Appendix B

Issued by California Public Utilities Commission.

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