

Decision No. 27560

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
BAY SHORE FREIGHT LINES, INC., for a  
temporary certificate of public con-  
venience and necessity authorizing  
the transportation of freight by auto  
truck on the public highways, as an  
alternative means of transportation,  
between San Francisco, Oakland and  
Alameda, upon the one hand, and Palo  
Alto and Gilroy and intermediate points,  
upon the other hand.

ORIGINAL

Application  
No. 19726

BY THE COMMISSION -

O P I N I O N

Applicant corporation operates a boat service between San Francisco, Oakland and Alameda to Port South Shore, a point at the south end of San Francisco bay where cargo is transferred to trucks for receipt or delivery to and from points intermediate to Port South Shore and Gilroy and Palo Alto, all under proper certificate of this Commission.

Applicant now alleges that to "avoid or minimize severe losses in operation and maintenance and to avoid the probable necessity<sup>for suspension</sup> of said transportation service in its entirety as a result of increased operating costs and labor and strike conditions" it proposes "alternate service by auto truck between termini and to suspend its boat operation between December 1, 1934, and March 1, 1935." For such purpose applicant requests a certificate of public convenience and necessity authorizing the operation of a truck, at applicant's election, between San Francisco, Oakland and Alameda, on one hand, and Palo Alto, Alviso and Gilroy and points intermediate on the other hand, during the months of December, January and February.

Applicant now possesses a certificate for truck operation over all of its system except from San Francisco, Oakland and Alameda to Port South Shore. (Decision No. 18821, on

Application No.13962, dated September 20, 1927.) It was thereafter operated by W. Q. Wright, F. C. Willson and G. Thueson, as trustees by acquisition from A. A. Peters, trustee in bankruptcy. By Decision No.25631, dated February 14, 1933, on Application No.18687, it was transferred to Bay Shore Freight Lines, Inc., applicant herein.

By amendments filed applicant has reduced period of truck operation or boat suspension from six to three months, and also specifically requests authority to suspend boat service. Applicant seeks the right of election to use either service. Of course, applicant will understand that both services may not be used at the same time. The rates, rules, etc., now on file for combined boat-truck service will be the rates etc. for truck service alone.

This appears to be a matter of emergency and one that does not require a public hearing. The application will be granted as an extension of applicant's present truck service, for the period of three months and only in lieu of the movements by water.

#### ORDER

Bay Shore Freight Lines, Inc. having made application as above entitled and the Commission being fully advised in the premises,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require, as an emergency only, the operation of auto trucks for the transportation of property between San Francisco, Oakland and Alameda, on one hand, and Alviso and Palo Alto on the otherhand, over and along the following routes:

Between San Francisco and Palo Alto, via Camino Real (Highway No.101-W), and/or Bayshore highway;

Between Oakland, Alameda and Alviso, via Highway No.101-E; and connecting at said points with applicant's truck service, as authorized by Decision No.25631, on Application No.18687; and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor be and the same hereby is granted to Bay Shore Freight Lines, Inc., subject to the following conditions:

1. Applicant shall file its written acceptance of the certificate herein granted within a period not to exceed one (1) day from date hereof, stipulating in said acceptance that said certificate is accepted as an extension and enlargement of its auto truck operations and not as a new or separate right and that it further stipulates that said right shall lapse and become void after February 28, 1935, unless, prior to said date, it shall be further extended by proper order of this Commission.
2. Applicant shall file, in triplicate, and make effective within a period of not to exceed thirty (30) days after the effective date of this order, on not less than one day's notice to the Commission and the public, a supplement to Local Freight Tariffs 1 and 2, C.R.C. Nos.2 and 3, and Freight Classification No.2, C.R.C. No.7, supplements thereto or reissues thereof, to provide that rates, rules and regulations contained therein will be applicable in connection with auto truck operations as a substitute for that of operation by vessel.
3. Applicant shall file, in duplicate, and make effective within a period of not to exceed thirty (30) days after the effective date of this order, on not less than one day's notice to the Commission and the public, time schedules covering the service herein authorized in a form satisfactory to the Railroad Commission.
4. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.
5. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.

IT IS HEREBY FURTHER ORDERED that applicant hereby is authorized to suspend boat freight transportation service between San Francisco, Oakland and Alameda and Port South Shore, between December 1, 1934, and February 28, 1935, both inclusive, but such suspension shall be effective only when applicant is operating truck service to all points, as herein authorized.

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 3<sup>rd</sup> day of December, 1934.

Leon Whately

W. J. Carr

W. J. Harris

W. J. Harris

Frank R. Kabin

COMMISSIONERS.