

Decision No. 29237

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
UNITED PARCEL SERVICE BAY DISTRICT
to operate alternate route over Trans-
bay Bridge between San Francisco and
Oakland.

Application No. 20832

BY THE COMMISSION:

O P I N I O N

ORIGINAL

By this application United Parcel Service Bay District seeks a certificate of public convenience and necessity to operate as a highway common carrier between San Francisco and East Bay Points it is now authorized to serve, by virtue of an operating right heretofore acquired under authority of Decision No. 28589, dated February 24, 1936, on application No. 20355, via the San Francisco-Oakland Bay Bridge as an alternate route only.

Applicant states that it has used and is now using the facilities of the Southern Pacific Golden Gate Ferries, Ltd. in rendering its present transportation service between San Francisco and East Bay Points and that with the opening of the San Francisco-Oakland Bay Bridge it desires to avail itself of this additional means of crossing San Francisco Bay as an alternate route to that now afforded by ferry.

This appears to be a matter in which a public hearing is not necessary. The application will be granted.

O R D E R

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY
DECLARES that public convenience and necessity require the operation

by United Parcel Service Bay District, a corporation, of an automobile service as a highway common carrier between San Francisco and East Bay Points it is now authorized to serve, under authority of Decision No. 28589, dated February 24, 1936, via the San Francisco-Oakland Bay Bridge as an alternate route only and not as an extension or enlargement of its present operating right and subject to all restrictions and limitations heretofore imposed upon applicant by said Decision.

IT IS HEREBY ORDERED that the certificate of public convenience and necessity heretofore acquired by applicant by Decision No. 28589, dated February 24, 1936, on application No. 20355 be, and the same is hereby amended so as to permit applicant to operate via the alternate route as set forth above, subject to the following conditions:

1. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from date hereof.
2. Applicant shall commence the service herein authorized contemporaneously with the opening of the San Francisco-Oakland Bay Bridge, and shall file in triplicate and concurrently make effective on not less than ten days' notice to the Railroad Commission and the public, a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates and rules which in volume and effect, shall be identical with the rates and rules shown in the exhibit attached to the application in so far as they conform to the certificate herein granted, or rates and rules satisfactory to the Railroad Commission.
3. Applicant shall file, in duplicate, and make effective contemporaneously with the opening of the San Francisco-Oakland Bay Bridge, on not less than five days' notice to the Railroad 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 obtained.

5. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by applicant under a contract or agreement on a basis satisfactory to the Railroad Commission.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 22 day of

November, 1936.

M B Harris
Leon Anthony
M J Carr
Malcolm Moore
Frank R. Newell
COMMISSIONERS