

Decision No. 30283

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of L. P. Kerner, Jr., doing business)
as KERNER MOTOR COMPANY for author-) Application No. 21495
ity to use the Golden Gate Bridge as)
an alternate route.)

BY THE COMMISSION:

O P I N I O N and O R D E R

ORIGINAL

In this application as amended, L. P. Kerner, Jr., doing business as Kerner Motor Company, seeks authority from the Commission to use the facilities of the Golden Gate Bridge and the common carrier ferries between Sausalito and San Francisco, and the San Francisco-Oakland Bay Bridge between Oakland and San Francisco, as alternate routes of operation in addition to the use of the common carrier ferries between Oakland and San Francisco now utilized by him in conducting his operations as a highway common carrier of fresh asparagus, fresh fruits and vegetables, from numerous points in the Sacramento River Delta Region, on the one hand, to San Francisco and Oakland, on the other hand, heretofore authorized by Decision No. 28611, dated March 2, 1936, on Application No. 20154.

The proposed alternate routes are over the public highways described as follows:

- (a) Via Rio Vista, Fairfield, Napa, and thence from Napa via California State Route No. 8 to the junction of said route with California State Route No. 1, thence via California State Route No. 1 through Ignacio to San Francisco; or from Ignacio via California State Route No. 1 to San Francisco via Sausalito and the common carrier ferry routes or the Sausalito lateral and the Golden Gate Bridge.
- (b) Via the San Francisco-Oakland Bay Bridge between Oakland and San Francisco.

As justification for the alternate routing sought, applicant alleges that he will be enabled to save an average of \$10 a truck trip because the toll over the Golden Gate Bridge is a flat rate of 50 cents a truck one way, and that when using either the San Francisco-Oakland Bay Bridge and the Antioch Bridge, or the San Francisco-Oakland Bay Bridge and the Carquinez Bridge, applicant is required to pay considerably higher tolls.

Applicant does not propose to render any service of any kind along the proposed alternate routings.

We believe that a public hearing is not necessary in this matter, and,

Good cause appearing,

IT IS HEREBY ORDERED that L. P. Kerner, Jr., doing business as Kerner Motor Company, is hereby authorized to operate his highway common carrier vehicles used in the conduct of the service heretofore authorized by Decision No. 28611, dated March 2, 1936, in Application No. 20154, between the points therein set forth over and along the following alternate routes:

- (a) Via Rio Vista, Fairfield, Napa, and thence from Napa via California State Route No. 8 to the junction of said route with California State Route No. 1, thence via California State Route No. 1 through Ignacio to San Francisco; or from Ignacio via California State Route No. 1 to San Francisco via Sausalito and the common carrier ferry routes or the Sausalito lateral and the Golden Gate Bridge.
- (b) Via the San Francisco-Oakland Bay Bridge between Oakland and San Francisco.

These alternate routes are in addition to the routes set forth in Decision No. 28611, and are authorized subject to the condition that the authority herein granted does not in any manner enlarge applicant's existing rights and that applicant's operations remain subject to all the conditions and limitations set forth in Decision

No. 28611 except as to the deviations of routes hereby authorized, provided, that applicant shall immediately file and make effective on at least one days' notice to the Commission and the public a supplement to his tariff and a time schedule showing that both rates and service apply via any authorized route.

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

Dated at San Francisco, California, this 1st day of

Nov., 1937.

Matthew W. ...
Leon ...
Frank P. ...
Randolph ...
Al. & Kelly
COMMISSIONERS.