

ORIGINAL

Decision No. 41483

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
RAILWAY EXPRESS AGENCY, INCORPORATED)
for certificate of public convenience)
and necessity for the transportation)
of property by motor truck between)
San Francisco, on the one hand, and)
San Francisco Airport (Mills Field))
and certain contiguous area on the)
other hand, and South San Francisco.)

Application No. 25649
2nd Supplemental

SECOND SUPPLEMENTAL OPINION

By its second supplemental application in this proceeding, Railway Express Agency, Incorporated (a Delaware corporation) seeks authority to expand the scope of the highway common carrier operation which it presently conducts between San Francisco and the San Francisco Airport at Mills Field, including certain intermediate points.

By Decision No. 36576, rendered August 31, 1943, in this proceeding, a certificate of public convenience and necessity was issued to applicant authorizing the establishment of a highway common carrier service:

"Between San Francisco Airport (Mills Field), on the one hand, and San Francisco, on the other hand, serving also South San Francisco and San Bruno, and industrial and aircraft industries southeast along the Bay Shore Highway about 3/4 of a mile to and including South San Francisco Airport."

A limitation was imposed providing that the service should be confined to the transportation of express traffic moving in applicant's custody under through bills of lading or express receipts, and that such traffic should receive, in addition to the highway carrier movement supplied by applicant, "an immediately prior or subsequent movement by aerial transportation facilities."

Applicant's proposal embraces the territory extending from San Francisco through South San Francisco to San Francisco Airport (Mills Field) including also aircraft and other industries situated along Bay Shore Highway, as described above. Between these points, applicant would transport traffic receiving, in addition to the highway carrier movement which it would provide, "an immediately prior, or subsequent movement by rail and aerial transportation facilities;" and it would also engage in the transportation of traffic "between points and territory local to the motor service." Only express traffic moving in applicant's custody, under through bills of lading or express receipts, would be handled.

Thus applicant's operations would be expanded, between certain points now served under its existing certificate, so that, in addition to the coordinated aerial and truck service it now provides, it would also conduct a coordinated rail and truck service, as well as a local truck service. All traffic would move under through express billing.

Throughout this territory, applicant alleges, express traffic moves in substantial volume. Much of this is interstate in character. A large share of the traffic, which is handled under premium rates, requires expedited service.

Southbound traffic from San Francisco, destined to this territory, now moves via Southern Pacific passenger trains Nos. 108, 116 and 120. Assertedly, these trains can handle only a limited amount of perishable and valuable commodities. Moreover,

(1) Among the commodities requiring expeditious transportation are articles of high value; motion picture films; seasonal merchandise (including samples); fresh cut flowers; and machine, automotive, tractor and airplane parts.

large and heavy shipments cannot conveniently be discharged at South San Francisco from Trains Nos. 116 and 120 during the periods allotted for stopping at this station; any longer delays, it was said, would interfere with the observance of train schedules designed to meet the convenience of passengers.

Under applicant's proposal, trucks would be scheduled to leave San Francisco twice daily for South San Francisco; and a similar schedule would be maintained northbound. This would supplement the service which applicant presently maintains upon an hourly schedule throughout the day, between San Francisco and the airport at Mills Field (accommodating South San Francisco as an intermediate point), in connection with its existing coordinated truck and aerial operations. Applicant currently provides a collection and delivery service at South San Francisco and also at San Francisco Airport, the latter being limited to the coordinated truck-aerial operations. These would be extended so as to supplement the operations contemplated.

The movement of traffic would be expedited, if the application were approved. This would be true as to shipments moving in either direction. Through traffic originating at South San Francisco would reach San Francisco in ample time to connect with outbound passenger trains leaving during the early evening.

The rates now in effect would be maintained. Thus, it is stated, the competitive relationship presently existing between applicant and other carriers would not be disturbed.

(2) Applicant plans to operate under the following time schedule, which would be observed daily, except Sundays and holidays, viz.:

1:00 P.M.	7:20 A.M.	Lv	San Francisco	Ar	2:40 P.M.	5:25 P.M.
1:40 P.M.	8:00 A.M.	Ar	South San Francisco	Lv	2:00 P.M.	4:30 P.M.

The common carriers now serving this territory, though notified of applicant's proposal, have voiced no objection to the granting of the application; on the contrary, they have expressly consented to such action.⁽³⁾

Under the circumstances, the application will be granted. A restriction will be imposed, however, limiting the traffic which may be handled to that moving on express rates under applicant's billing. This is not a matter requiring a public hearing.

SECOND SUPPLEMENTAL ORDER

Application as above entitled having been filed, the Commission having considered the matter and hereby finding that public convenience and necessity so require,

IT IS ORDERED as follows:

(1) That a certificate of public convenience and necessity be, and it is hereby, granted to Railway Express Agency, Incorporated (a corporation), authorizing the establishment and operation of a service as a highway common carrier (as defined by Section 2-3/4, Public Utilities Act), as an addition to, and extension of, its

(3) The following carriers, now occupying the field, waived protest against the granting of the application, viz.: Southern Pacific Company and its subsidiary, Pacific Motor Trucking Company; Valley Motor Lines, Inc. and its affiliate, Valley Express Company; California Motor Express, Ltd.; Merchants Express Corporation; Highway Transport, Inc.; Pacific Greyhound Lines; Intercity Transport Lines, Inc. and its affiliate, Intercity Transport Lines; Clark Bros. Motor Transport System; and Security Truck Line. The waiver of Highway Transport, Inc. was conditioned upon the imposition of a restriction, in any certificate that might be issued, specifically limiting the authority therein granted to the transportation of express traffic moving on express rates in the custody of Railway Express Agency, Incorporated.

existing rights, for the transportation of general commodities between San Francisco and San Francisco Airport (Mills Field) serving also South San Francisco, and aircraft and other industries located southeast along Bay Shore Highway, extending about 3/4 of a mile to and including South San Francisco Airport.

Said certificate is granted subject to the following limitation, viz.:

The service provided hereunder shall be limited to the transportation of express traffic moving in the custody of applicant, Railway Express Agency, Incorporated, on express rates, and under through bills of lading or express receipts. Said traffic (other than that moving locally between the points hereinabove specified) shall receive, in addition to the highway carrier movement provided by applicant, an immediately prior or subsequent movement by railway or aerial transportation facilities.

(2) That in the operation of highway common carrier service as herein authorized, applicant shall comply with and observe the following service regulations:

- a. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed 30 days from the effective date hereof.
- b. Within 60 days from the effective date hereof and on not less than 5 days' notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Order No. 80 and Part IV of General Order No. 93-A, by filing in triplicate, and concurrently making effective, appropriate tariffs and time tables.
- c. Subject to the authority of this Commission to change or modify the same at any time, applicant shall conduct said highway common carrier service over and along the following described route:

From Pier 14, San Francisco, via various streets therein to the intersection of Third Street and Bay Shore By-Pass of U. S. Highway No. 101; thence via Bay Shore By-Pass of U. S. Highway No. 101, to San Francisco Airport (Mills Field); and returning via the same route.

The effective date of this order shall be 20 days from the date hereof.

Dated at San Francisco, California, this 20th day of April, 1948.

R. E. Anderson
Justus F. Coe
Frank Lawell
Herbert Pottier
COMMISSIONERS