

Decision No. 30022

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application  
of PACIFIC GREYHOUND LINES, a  
corporation, for modification of  
its certificate authorizing trans-  
portation of passengers, baggage  
and express between Eureka and  
San Francisco, in order to permit  
local service between Sausalito  
and Marin Bridgehead.

Application No. 16989  
(Supplemental)

ORIGINAL

E. C. Lucas, for Applicant.

George E. Harlan, for the Golden Gate Highway  
District, Interested Party.

Harry See, for the Brotherhood of Railway  
Trainmen, Interested Party.

Hugh K. McKevitt and Edgar C. Levey, for Bridge  
Bus Corporation, Protestant.

WAKEFIELD, Commissioner:

OPINION

By authority heretofore granted by Decision No. 29208 in  
Application No. 19944, and Decision No. 23244 in Application No.  
16989, and decisions supplementary thereto, applicant Pacific Grey-  
hound Lines is engaged, in part, in the automotive transportation of  
passengers and baggage between San Francisco and Sausalito via the  
common carrier ferries and the Golden Gate Bridge subject to a  
restriction, among others, that no passengers or baggage may be  
transported locally between San Francisco and Sausalito.

In this supplemental application, Pacific Grayhound Lines  
seeks a modification of the restriction between San Francisco and  
Sausalito to the extent that the automotive transportation of pas-  
sengers, baggage and express may be conducted locally between the  
Marin County Bridgehead of the Golden Gate Bridge and Sausalito and  
intermediate points.

A public hearing was conducted in this proceeding at San Francisco July 23, 1937, and the matter being then submitted is now ready for decision.

Applicant offered the testimony of but one witness, its superintendent of transportation, who contended that the restriction of Decision No. 23244 prohibiting service locally between San Francisco and Sausalito is not applicable to service to points intermediate thereto. It was shown that there is an appreciable demand and need for passenger transportation service between the Marin Bridgehead and Sausalito.

No opposition of any consequence was offered. Written waivers of protest were received prior to the hearing from the Northwestern Pacific Railroad Company and Southern Pacific-Golden Gate Ferries, Ltd.

A review of the record leads to the conclusion that the application to transport passengers and baggage should be granted and the order will so provide.

#### O R D E R

A public hearing having been held in the above entitled matter which is now ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA  
HEREBY DECLARES that public convenience and necessity require the establishment and operation by applicant as a passenger stage corporation as defined in Section 2-1/4 of the Public Utilities Act, of an automotive service for the transportation of passengers and baggage between the Marin County Bridgehead of the Golden Gate Bridge and Sausalito and intermediate points, and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor is hereby granted to Pacific Greyhound Lines as an extension and enlargement of the rights heretofore granted by Decisions Nos. 23244 and 29208, and decisions supplementary

thereto, subject to all the restrictions and limitations of Decision No. 23244, provided, however, that the restriction of said Decision No. 23244 prohibiting local service between San Francisco and Sausalito shall not be construed to affect the service herein authorized.

The authority herein granted is 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 within a period of not to exceed thirty (30) days from the effective date hereof, 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 within a period of not to exceed thirty (30) days after the effective date of this order, 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.
6. This order shall not become effective unless applicant pays the fee of fifty (\$50) dollars required by Sections 50-1/4 of the Public Utilities Act.

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

The foregoing Opinion and Order are hereby approved and

ordered filed as the Opinion and Order of the Railroad Commission  
of the State of California.

Dated at San Francisco, California, this 9<sup>th</sup> day of  
August, 1937.

William H. Moore

John R. DeWitt

Raymond H. Smith

Ray L. Curry

Commissioners.