

Decision No. 29781

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of SACRAMENTO NORTHERN RAILWAY for certificate of public convenience and necessity to operate an auto stage line for the transportation of passengers, baggage, mail, and express, as a common carrier, between the City and County of San Francisco and the City of Pittsburg, and intermediate points, etc.

Application
No. 19967.

In the Matter of the Application of BEVERLY GIBSON for a certificate of public convenience and necessity to operate auto stage lines for the transportation of passengers, baggage and express, for compensation, and as a common carrier, between Port Chicago and San Francisco via Concord, Walnut Creek, Lafayette and Oakland, and intermediate points; etc.

Application
No. 19969.

In the Matter of the Application of MANUEL CARDOZA for a certificate of public convenience and necessity to operate an auto stage line for the transportation of passengers and baggage, as a common carrier, between Rio Vista and Rio Vista Junction, etc.

Application
No. 20264.

In the Matter of the Application of PACIFIC GREYHOUND LINES, INC., a corporation, for certificate of public convenience and necessity to operate a passenger stage service as a common carrier of passengers, baggage, and express between Oakland and Borden Junction, etc.

Application
No. 20513.

BY THE COMMISSION:

FOURTH SUPPLEMENTAL OPINION

Sacramento Northern Railway has made a written request for a supplemental order modifying the route over which the proposed bus operations of applicant shall be conducted, as described in Part I of Decision No. 29781, by making provision for the use of an alternate route through the city of Oakland as follows:

(Alternate route through Oakland)

Beginning at the intersection of Broadway and Moss Avenue, thence along Moss Avenue and the San Francisco-Oakland Bay Bridge, and its approaches, to Harrison and Essex Streets in San Francisco.

As justification therefor applicant alleges that it is its intention, as a part of the proposed operations authorized by Decision No. 29781 and supplemental orders thereto, to operate a bus schedule from Orinda to San Francisco in the early morning hours and from San Francisco to Orinda in the late afternoon to serve persons residing in Orinda who desire to commute between that community and San Francisco. That following the rendition of Decision No. 29781 considerable attention has been given to ways and means of according the public as expeditious and satisfactory a service as possible and at the same time avoid operating over congested streets where it might be practical to do so without discomodating such persons as may reasonably be expected to use such service.

Applicant further alleges that a canvass of the territory in question has been conducted by local civic bodies to determine upon the most satisfactory time of departure for the proposed commutation service and to ascertain the relative number of persons who will use such service between Orinda and San Francisco, Oakland and Berkeley. That the results of its investigation show the public was overwhelmingly in favor of a direct service to San Francisco as against a service through the downtown section of Oakland.

Applicant further alleges that it has made studies with respect to the transportation needs of the district in question which indicates that at this time operation over the route through the downtown business section of Oakland as described in Decision No. 29781 is unnecessary for the early morning and late afternoon commute service from and to Orinda and that a saving of approximately twelve minutes per trip will be possible for the Orinda to San Francisco so-called commute trips by operating direct to and from San Francisco over Moss Avenue in Oakland between the intersection of Broadway and Moss Avenue and the approach to the San Francisco-Oakland Bay Bridge.

No enlargement of the operating right heretofore granted by Decision No. 29781 is sought and the modification of the routing as requested is to be used as an alternate routing only.

Applicant has also requested an extension of time to December 15, 1937, in which to establish service as described in condition (4) of Part I of Decision No. 29781 and as modified by Decision No. 30150.

As justification for such extension of time applicant alleges that construction work on the Broadway tunnel has been delayed and that it now appears that such tunnel will not be open for traffic until some time during December 1937.

It appears that the above requests are reasonable and in the public interest and should be granted.

FOURTH SUPPLEMENTAL ORDER

IT IS ORDERED that the route of operations as set forth in Part I of the order of Decision No. 29781, dated May 24, 1937, be modified and supplemented by adding thereto the following:

(Alternate route through Oakland)



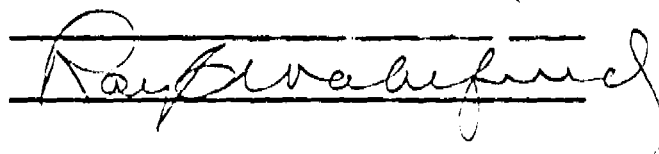
Beginning at the intersection of Broadway and Moss Avenue, thence along Moss Avenue and the San Francisco-Oakland Bay Bridge, and its approaches, to Harrison and Essex Streets in San Francisco.

IT IS FURTHER ORDERED that the time within which conditions (4) and (5) of Part I of Decision No. 29781, as modified by Decision No. 30150, dated September 20, 1937, shall be complied with is extended to and including December 15, 1937.

In all other respects Decision No. 29781, as amended, shall remain in full force and effect.

This order shall become effective nunc pro tunc as of November 15, 1937.

Dated at San Francisco, California, this 22nd day of November, 1937.

COMMISSIONERS.