

Decision No. 38740

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
PACIFIC GREYHOUND LINES, a corporation,)	
for amendment of its existing certifi-)	Application No. 23711
cates of public convenience and necessity))	Fifth Supplemental
so as to clarify and define its routes of)	
operation in the city and county of San)	
Francisco.)	

O P I N I O N

In this application Pacific Greyhound Lines requests that the Commission revoke a certificate of public convenience and necessity heretofore granted by which applicant was authorized to route its passenger stage service within the city and county of San Francisco so as to serve the shipbuilding yards known as Marinship, at Sausalito.

In Decision No. 35969 the Commission authorized an extension and enlargement of the rights granted in Decision No. 33539 permitting applicant to reroute its San Francisco lines so as to provide service for Marinship where a large number of men were employed at the time.

Subsequently, in Decision No. 37749, authority was granted applicant to suspend until further order of the Commission operation over part of the route authorized in Decision No. 35969, to wit: the portion beginning at the intersection of Mission Street and Ocean Avenue, thence over Ocean Avenue, Junipero Serra Boulevard, Sloat Boulevard, 19th Avenue, at its junction with Lincoln Way. The balance of the authorized route, connecting up with Marinship, was continued in operation.

The temporary suspension, above adverted to, was authorized because Marinship was reducing its output and materially curtailing its swing and graveyard shifts, and concentrating on a day shift. In the instant application, it is alleged that

"...the shipyards at Marinship have now been completely closed and as of October 26, 1945, applicant, Pacific Greyhound Lines, was advised by the Management of Marinship that there was no further need for the special service heretofore operated by applicant for the benefit of Marinship personnel and employees. Accordingly, there is no longer any need for the service of applicant over any portion of the additional routes in the city and county of San Francisco over which applicant was authorized to operate by the certificate of public convenience and necessity granted to it by Decision No. 35969 rendered in this proceeding on November 18, 1942."

In a letter dated February 15, 1946, regarding the revocation of this operative right, Marinship Corporation advises the Commission that

"...Marinship cannot see where in any way they will curtail our present operations here. So, it is perfectly O. K. to take this line off."

Applicant, therefore, requests that the certificate of public convenience and necessity granted to it by Decision No. 35969 be revoked. Said certificate was authorized as an amendment to Decision No. 33539, which decision remains unchanged and in full force and effect except as to the revocation of the amendment thereto.

In view of the fact that there appears to be little or no need for the service which it is proposed to discontinue, we are of the opinion that the application should be granted, and it will be so ordered. A public hearing is not necessary.

O R D E R

Good cause appearing,

IT IS ORDERED that the certificate of public convenience and necessity granted to Pacific Greyhound Lines by Decision No. 35969, as an amendment to Decision No. 33539, is hereby revoked and annulled.

In all other respects said Decision No. 33539 is to remain in full force and effect.

IT IS FURTHER ORDERED that this authorization be and it hereby is made subject to the following condition:

Applicant shall give the public at least one day's notice of the discontinuance of service by posting notices in all coaches operating on the line involved and at all stations affected.

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

Dated at San Francisco, California, this 5th day of March, 1946.

R. Harold Anderson

Francis E. Brown

James P. Quinn

Harold P. Kuls

COMMISSIONERS