

ORIGINALDecision No. 53819

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of PACIFIC GREYHOUND LINES)
 for authority to operate bus service)
 for transportation of rail passengers) Application No. 38432
 of Southern Pacific Company between)
 Oakland Pier and San Francisco.)

O P I N I O N

In the above-entitled proceeding the Pacific Greyhound Lines requests the Commission to issue to applicant a certificate to operate as a passenger stage corporation, as that term is defined by Section 226 of the Public Utilities Code, between the western terminus of Southern Pacific Company's rail passenger service at Oakland Pier and the Ferry Building in San Francisco.

In support of the certificate sought, applicant asserts that the Southern Pacific Company is desirous of having bus transportation afforded between its rail passenger terminal at Oakland Pier and the Ferry Building in San Francisco for the purpose of transporting passengers by motor vehicle rather than by ferry in instances in which the transportation herein proposed will avoid delay for its rail passengers. For this purpose Southern Pacific Company has requested applicant to afford such service as Southern Pacific Company may from time to time require, the same to be operated with the number of buses that may be necessary or advisable in order to afford adequate and convenient direct inter-line rail-bus connections at Oakland Pier at times when direct connecting ferry service may not be available.

Applicant alleges it has agreed that, subject to the grant of proper authority so to do, it will perform said service on behalf of Southern Pacific Company for such consideration to be paid by Southern Pacific Company to applicant as may from time to time be mutually agreed upon. The service proposed does not contemplate the transportation of express; nor will service be rendered to, from or between points intermediate to said Oakland Pier and the Ferry

Building; nor will applicant transport bus passengers locally between said last mentioned termini. All of such authorized transportation will be afforded only in accordance with tariffs duly filed and published by Southern Pacific Company.

Applicant does not propose to independently undertake the operation of said bus transportation service between Oakland Pier and the Ferry Building in its own behalf, but only to perform such bus transportation service as may be required in accommodation of Southern Pacific Company rail passengers destined to and from San Francisco at such times as Southern Pacific Company ferry service may not be reasonably available. This proposed transportation service is therefore to be performed in equipment being used primarily for the transportation of other than local passengers as that term is defined in Section 23 of said agreement between California Toll Bridge Authority and Key System Transit Lines, and is to be operated exclusively for the transportation of San Francisco passengers of Southern Pacific Company to and from passenger trains of Southern Pacific Company at the Oakland Mole.

After full consideration of the evidence in this proceeding the Commission finds that public convenience and necessity require the establishment and operation of service by applicant between the western terminus of Southern Pacific Company's rail passenger service at Oakland Pier and the Ferry Building in San Francisco over the route as more particularly described in Route No. 5.05 as set forth in First Revised Page 18 of Appendix A attached hereto.

O R D E R

An application therefore having been filed, the Commission being fully informed therein,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Pacific Greyhound Lines authorizing the establishment and operation of service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers and their baggage, between the points and over the route set forth in Route No. 5.05 appearing on First Revised Page 18 attached hereto as Appendix A.

(2) That Appendix A of Decision No. 47907, Application No. 31883, is hereby amended by incorporating therein said First Revised Page 18 as referred to in paragraph (1) and also original Page 18-A.

(3) That the operative authority granted in paragraph (1) of this order is consolidated with and made part of the operative rights created by Decision No. 47907 and is subject to all the provisions therein set forth.

(4) That in providing service pursuant to the certificate granted herein, applicant shall comply with and observe the following service regulations:

- a. Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- b. Within sixty days after the effective date hereof and on not less than one day's notice to the Commission and to the public, applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, appropriate timetables.

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

Dated at San Francisco California, this 28th day of September, 1956.

John E. Mitchell

 President

Paul L. Terrell

Commissioners

ROUTE GROUP 5

5.01 - Between Crockett Junction and San Francisco:

From Crockett Junction, over U. S. Highway 40 to San Pablo Junction, thence over authorized urban routes for the City of Richmond to Carlson Boulevard, thence over Carlson Boulevard to junction U. S. Highway 40 (West El Cerrito), thence over U. S. Highway 40 (East Shore Boulevard) to East Bay Traffic Distribution Structure, thence over San Francisco-Oakland Bay Bridge to San Francisco.

5.02 - Between San Pablo Junction and junction of U. S. Highway 40 and MacDonald Avenue:

From San Pablo Junction, over U. S. Highway 40 to junction MacDonald Avenue, to be operated as an alternate route.

5.03 - Between Richmond and Oakland:

From Richmond, over authorized urban routes for the City of Richmond to MacDonald Avenue and U. S. Highway 40, thence over U. S. Highway 40 to North El Cerrito, thence over San Pablo Avenue (U. S. Highway BUS 40) to Oakland.

5.04 - Between North El Cerrito and West El Cerrito:

From North El Cerrito, over U. S. Highway 40 to West El Cerrito, to be operated as an alternate route.

*5.05 - Between the western terminus of Southern Pacific Company's rail passenger service at Oakland Pier, Oakland, and the Ferry Building, San Francisco:

From the western terminus of Southern Pacific Company's rail passenger service at Oakland Pier, over Seventh Street to Maritime Street to San Francisco-Oakland Bay Bridge access highway, thence over routes otherwise authorized to junction Folsom Street and Essex Street, thence over Folsom Street to The Embarcadero, thence over The Embarcadero to the Ferry Building.

Issued by Public Utilities Commission of the State of California

* Added by Decision No. 53819, Application No. 38432.

Correction No. 151

SPECIAL RESTRICTIONS

- *S-5.01 - The authority herein granted for operation between Oakland Pier, Oakland, and the Ferry Building, San Francisco, as described in Route No. 5.05, is limited with respect to segments of said route not otherwise authorized herein to the transportation of passengers and their baggage moving on prior or subsequent Southern Pacific Company rail transportation sold or provided in accordance with effective tariffs of Southern Pacific Company filed with the Commission, and who are not destined to or from points intermediate between Oakland Pier and the Ferry Building.

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* Added by Decision No. 53819, Application No. 38432

Correction No. 152