

58619

ORIGINAL

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SOUTHERN PACIFIC COMPANY for modification of route contained in certificate of public convenience and necessity authorizing operation as a passenger stage corporation between San Francisco and Oakland.)
)
) Application No. 41044
)
)

Randolph Karr, for applicant.
Leonard M. Wickliffe, for California State Legislative Committee - Order of Railway Conductors and Brakemen; E. A. McMillan, for Brotherhood of Railway Clerks; William V. Ellis, for California State Legislative Board, Brotherhood of Locomotive Firemen and Enginemen, and Railroad Brotherhoods California Legislative Board; E. Sam Davis, for Key System Transit Lines; Dion R. Holm by Robert R. Laughead, for City and County of San Francisco; interested parties.
Charles W. Overhouse, for the Commission's staff.

O P I N I O N

Southern Pacific Company, presently conducting a passenger stage service between San Francisco and Oakland under a contractual arrangement with The Greyhound Corporation, requests authority to change its San Francisco terminal from the Ferry Building to its rail depot at Third and Townsend Streets.

A public hearing was held before Examiner Thomas E. Daly on May 14, 1959, at San Francisco and the matter was submitted. There was no appearance in protest to the authority sought.

Following the discontinuance of ferry boats, applicant, by Decision No. 56964, dated July 8, 1958, in Application No. 40234, was authorized to operate a passenger stage service between the San Francisco Ferry Building and Sixteenth and Wood Streets in the City of Oakland (Oakland 16th Street rail depot). On March 10, 1959, the Commission by Decision No. 58111 in Applications Nos. 38039,

39327, 39661 and Case No. 5829 provided as follows:

"13. Within sixty days after the effective date of this order Southern Pacific Company shall extend its bus service between Oakland and the San Francisco Ferry Building to the Third and Townsend Streets Depot for connection with the Coast Line trains."

Although applicant wishes to extend service to its depot at Third and Townsend Streets it does not wish to maintain and operate two San Francisco terminals. It is asserted that such duplication of service would not only result in increasing applicant's operating costs, but would lead to public confusion, delays and inconvenience.

To provide the proposed service applicant intends to expend approximately \$25,000 in improving its facilities at Third and Townsend Streets. Track No. 15, which is located at the southern portion of the depot near King Street and little used, would be removed. The area occupied by Tracks Nos. 14 and 15 would be paved so as to facilitate the movement of buses. A platform for passenger loading would be available with overhead protection and equipped with a public address system. Buses loading on Track No. 14 would be afforded the same protection as trains through the means of interlocking safety devices.

The application was supported by the City and County of San Francisco and the various railway brotherhoods.

The representative for the Brotherhood of Railway Clerks requested that the Commission provide in its order that the authority be granted subject to any job protection agreement that may be subsequently negotiated affecting the Ferry Building employees. The Commission, however, is of the opinion that the matter should be left to the determination of the negotiating parties.

After consideration the Commission is of the opinion and so finds that: (1) public convenience and necessity no longer require applicant's service as a passenger stage corporation between the San Francisco Ferry Building and Sixteenth and Wood Streets in the City of Oakland; (2) public convenience and necessity require applicant's service as a passenger stage corporation between its rail terminal at Third and Townsend Streets, in the City of San Francisco and applicant's rail terminal at Sixteenth and Wood Streets in the City of Oakland.

O R D E R

Application having been filed and the Commission being informed in the premises,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Southern Pacific Company authorizing the transportation of passengers and their hand baggage between the points and over the route set forth in First Revised Page 1 of Appendix A attached hereto.

(2) That concurrently with the inauguration of service authorized in ordering paragraph (1) hereof and on not less than ten days' notice to the Commission and the public, Southern Pacific Company may discontinue service between the San Francisco Ferry Building and Sixteenth and Wood Streets in the City of Oakland and the operating rights granted by Decision No. 56964 authorizing such service will be revoked.

(3) That Appendix A of Decision No. 56964 is hereby amended by incorporating First Revised Page 1.

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

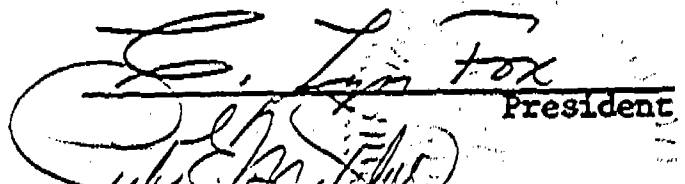
- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty days after the effective date hereof, and on not less than five days' notice to the Commission and to the public applicant shall establish the service herein authorized and shall file in triplicate, and concurrently make effective, appropriate tariffs and time-tables reflecting the authority herein granted.

(5) That for a period of ten days prior to the discontinuance of service to and from the San Francisco Ferry Building applicant shall post a notice of such discontinuance at said location.

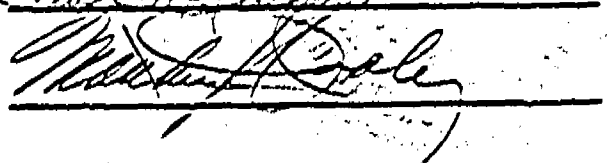
(6) That within sixty days after the effective date of this order Southern Pacific Company shall file with this Commission plans and specifications of the interlocking safety devices which applicant proposes to install at its Third and Townsend Streets depot for the protection of the buses using said depot.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 16th day of June, 1959.



President



Commissioner

Commissioners

Theodore H. Jenner
Commissioner S. Everett C. McKeage, being
necessarily absent, did not participate
in the disposition of this proceeding.

Southern Pacific Company, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport passengers and their hand baggage between the Southern Pacific rail passenger terminal at Third and Townsend Streets, San Francisco, and the Southern Pacific rail passenger terminal at Sixteenth and Wood Streets, Oakland, over the following route:

Commencing at the Southern Pacific rail passenger terminal at Third and Townsend Streets, San Francisco, thence over such San Francisco city streets as are most convenient and practical for use in obtaining direct access to and egress from the San Francisco-Oakland Bay Bridge; thence via San Francisco-Oakland Bay Bridge, California State Highway No. 17, and over such Oakland city streets as are most convenient and practical for use in obtaining direct access to and egress from Southern Pacific rail passenger terminal at Sixteenth and Wood Streets, Oakland.

CONDITION:

Said authority is limited to the transportation of passengers and their hand baggage moving on prior or subsequent rail transportation sold or provided in accordance with effective tariffs of applicant filed with this Commission and who do not have point of origin or destination at points between the above designated termini.

Issued by California Public Utilities Commission.

Decision No. 58619, Application No. 41044.