

Decision No. 58667**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE WESTERN PACIFIC)
 RAILROAD COMPANY for modification)
 of route and termini contained in)
 certificate of public convenience) Application No. 41254
 and necessity authorizing operation)
 of a passenger stage service between)
 San Francisco and Oakland.)

O P I N I O N

The Western Pacific Railroad Company, presently conducting a passenger stage service between San Francisco and Oakland under a contractual arrangement with The Greyhound Corporation, requests authority to change the San Francisco Terminal from the Ferry Building to Southern Pacific Company's rail depot at Third and Townsend Streets and to change its Oakland Terminal from its depot located at Third Street and Broadway to its coach yard located at Middle Harbor Road in Oakland.

Following the discontinuance of ferry boats, applicant, by Decision No. 56963, dated July 8, 1958 in Application No. 40235, was authorized to operate a passenger stage service between the San Francisco Ferry Building and The Western Pacific Railroad Company Depot at Third Street and Broadway in the City of Oakland.

Applicant is presently a subtenant of the Southern Pacific Company at the Ferry Building in San Francisco, California, the San Francisco Terminal involved in the present service. By Decision No. 58619, dated June 16, 1959 in Application No. 41044, this Commission authorized Southern Pacific Company to extend its bus service to its Third and Townsend Streets depot in San Francisco and to eliminate the Ferry Building as a terminal. Southern Pacific Company, pursuant to such authority, will cease its operation to and from the Ferry Building, effective July 8, 1959.

Applicant asserts that it is in the best interest of the traveling public and applicant for the terminal to be changed from the Ferry Building to the Southern Pacific Company's depot at Third and Townsend Streets in San Francisco for the following reasons:

1. Applicant is presently a subtenant of the Southern Pacific Company at the Ferry Building. Under such arrangement, while Southern Pacific Company is also utilizing this facility, certain wasteful duplicating services are being avoided. If required to remain at the Ferry Building as the sole tenant thereof, applicant's costs at that location will materially increase.

2. The traveling public will be subject to much confusion if separate San Francisco terminals are so maintained since they are presently accustomed to the fact that there is but a single terminal for both Southern Pacific and Western Pacific passengers in San Francisco.

3. The Third and Townsend Streets depot facilities are much more convenient for the traveling public than is the present facility located at the Ferry Building. In addition to being a more central location for San Francisco patrons, it is considerably more convenient for those passengers arriving in San Francisco from the Peninsula. The facilities at the Third and Townsend depot are superior to, and more comfortable than, those now available at the Ferry Building.

4. The traffic situation is much more favorable at the Third and Townsend Streets depot, and automobile parking facilities not available at the Ferry Building are available adjacent to the Third and Townsend Streets depot.

5. Those passengers relying upon or using local bus service either prior or subsequent to the use of applicant's service will

be afforded a much more convenient service at the Third and Townsend Streets depot than is presently available in the vicinity of the Ferry Building.

Applicant further asserts that it is in the best interest of the traveling public and applicant for the terminal to be changed from its depot located at Third Street and Broadway Oakland, to its coach yard located at Middle Harbor Road, Oakland.

Passengers presently are delivered to the Oakland depot where they are required to await the arrival of the train, and since the train is permitted to stand at the depot for only a relatively few moments, the boarding of the train must be done in haste. The use of applicant's coach yards, on the other hand, will permit the passengers to be taken directly to the train prior to its approaching the depot for its "momentary" stop. Under such circumstances, the passengers will be able to transfer from the bus to the train in a more leisurely and comfortable fashion. The same situation would prevail for passengers boarding the buses from the trains.

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 The Western Pacific Railroad Company Depot at Third Street and Broadway in the City of Oakland; (2) public convenience and necessity require applicant's service as a passenger stage corporation between Southern Pacific Company's rail depot at Third and Townsend Streets in the City of San Francisco and applicant's coach yard at Middle Harbor Road in the City Oakland.

O R D E R

Application having been filed, a public hearing not deemed necessary, the Commission being informed in the premises,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to The Western Pacific Railroad Company authorizing the transportation of passengers and their hand baggage as a passenger stage corporation between the points and over the routes set forth in the 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 five days' notice to the Commission and the public, The Western Pacific Railroad Company may discontinue service between the San Francisco Ferry Building and Third Street and Broadway in the City of Oakland and the operating rights granted by Decision No. 56963 authorizing such service will be revoked.

(3) That Appendix A of Decision No. 56963 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 five 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.

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

Dated at San Francisco, California, this 26th day of June, 1959.

E. J. Fox
President
John C. Dittell
Matthew J. Rose
Everett W. Rago

Commissioners

The Western Pacific Railroad Company, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport passengers and their baggage between the Southern Pacific Company's depot at Third and Townsend Streets, San Francisco, and The Western Pacific Railroad Company coach yard at Middle Harbor Road, Oakland, over the following route:

Commencing at the Southern Pacific Company Depot 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 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 and egress from The Western Pacific Railroad Company coach yard located at Middle Harbor Road, 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.

End of Appendix A

Issued by California Public Utilities Commission.

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