

Decision No. 65054

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of BAYSHORE LINES, INC., a corporation, for a certificate of public convenience and necessity to operate passenger service between San Francisco, California, and Palo Alto, California.

Application No. 42857

In the Matter of the Application of SOUTHSHORE LINES, INC., a corporation, for a certificate of public convenience and necessity to operate passenger service between San Francisco, California, and Palo Alto, California.

Application No. 45137

OPINION AND ORDER

Bayshore Lines, Inc., presently authorized to transport passengers between San Francisco, on the one hand, and Redwood City, Menlo Park and Palo Alto, on the other hand, requests authority to discontinue service.

By Application No. 45137, Southshore Lines, Inc., requests authority to provide the same service that Bayshore Lines desires to discontinue.

The existing service is and the proposed service will be conducted on an "on-call" basis and is limited to instances where the carrier is guaranteed a fare of at least \$50 for each round trip. No more than one schedule may be operated in each direction in any one day between San Francisco, on the one hand, and Palo Alto and Redwood City, on the other hand, and no local service may be performed.

Southshore Lines, Inc., owns and operates two 41-passenger buses and as of October 1, 1962, it indicated a net worth in the amount of \$7,221.09.

After consideration, the Commission finds that public convenience and necessity no longer require service by Bayshore Lines, Inc., and that public convenience and necessity require the proposed service of Southshore Lines, Inc. A public hearing is not necessary.

Southshore Lines, Inc., is hereby placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

IT IS ORDERED that:

1. A certificate of public convenience and necessity is hereby granted to Southshore Lines, Inc., 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 between the intersection of Van Ness Avenue and Chestnut Street in San Francisco and the intersection of Governor Road and Willow Road in Palo Alto and over and along the route as described and specified in Appendix A attached hereto.
2. In providing 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. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98 and insurance requirements of the Commission's General Order No. 101-A. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Orders Nos. 98 and 101-A, may result in a cancellation of the operating authority granted by this decision.
- (b) Within one hundred twenty days after the effective date hereof, applicant shall establish the service herein authorized and file in the Commission's office in triplicate tariffs and timetables satisfactory to the Commission.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98.

3. Concurrent with the inauguration of service as authorized in ordering paragraph 1 hereof Bayshore Lines, Inc., is hereby authorized to discontinue service as a passenger stage corporation, the operative right granted by Decision No. 62402 is hereby revoked

and the tariffs and timetables presently on file with this Commission in the name of Bayshore Lines, Inc., are hereby canceled.

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

Dated at San Francisco, California, this 12th day of MARCH, 1963.

George J. Hoover  
President  
W. H. ...  
W. H. ...  
Frederick B. ...  
William W. ...  
Commissioners

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY

---

Showing passenger stage operative rights, restrictions, limitations, exceptions, and privileges applicable thereto.

-----

All changes and amendments as authorized by the Public Utilities Commission of the State of California will be made as revised pages or added original pages.

Issued by California Public Utilities Commission.

Decision No. 65054, Application No. 45137.

## Section 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS AND SPECIFICATIONS:

Southshore Lines, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers between San Francisco, on the one hand, and Redwood City, Menlo Park and Palo Alto, on the other hand, over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time subject to the following provisions:

- a. The service authorized herein shall be "on-call" limited to instances where carrier is guaranteed a fare of at least \$50 for each round trip.
- b. No more than one schedule nor more than one stage shall be operated in each direction in any one day between San Francisco, on the one hand, and Palo Alto and Redwood City, on the other hand.
- c. No service shall be rendered locally between, to or from intermediate points located between San Francisco, on the one hand, and Palo Alto and Redwood City, on the other hand.

## Section 2. ROUTE DESCRIPTIONS:

From the intersection of Van Ness Avenue and Chestnut Street in San Francisco, along Van Ness Avenue, Sacramento Street, Gough Street, Central Freeway (U. S. Highway 101), Municipal Freeway, Bayshore Freeway in San Mateo County to Harbor Boulevard cutoff in Redwood City, thence along Broadway Street, Charter Street, Bay Road, Scott Drive, Frontage Road, Middlefield Road, Ravenswood Avenue, and El Camino Real to the Stanford Medical Center, thence along Willow Road to its intersection with Governor Road.

Return same route except in San Francisco substitute Franklin and O'Farrell Streets for Gough and Sacramento Streets, respectively, due to the one-way street pattern.

Issued by California Public Utilities Commission.

Decision No. 65054, Application No. 45137.