

Decision No. 24755

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of KEY SYSTEM, Ltd., a corporation, EAST BAY STREET RAILWAYS, LTD, a corporation, and EAST BAY MOTOR COACH LINES, Ltd., a corporation, for an order authorizing the exchange of transfers between said Companies; the publication of fares and the adjustment of existing fares in the Counties of Alameda and Contra Costa, State of California.

**ORIGINAL**

Application No. 13074

Brobeck, Phleger and Harrison and Chapman, Trefethen, Richards and Chapman, by Frank S. Richards, for Applicants.

C. Stanley Wood and John W. Collier, for the City of Oakland.

Fred B. Hutchinson, for the City of Berkeley.

George A. Lacoste, for the City of Emeryville.

SEAVEY, COMMISSIONER:

O P I N I O N

In this proceeding Key System, Ltd., East Bay Street Railways, Ltd., and East Bay Motor Coach Lines, Ltd., request authority to exchange transfers and make certain adjustments in the existing fares on their respective lines operating in the counties of Alameda and Contra Costa, California.

A public hearing was held in Oakland May 4, 1932, at which time the matter was submitted.

The present plan of operation provides for joint fares and the interchange of passengers between applicants' lines as

follows:

- (1) Joint fares and interchange of passengers between East Bay Street Railways, Ltd. and East Bay Motor Coach Lines, Ltd., within the central Zone.
- (2) Joint fares and interchange of transfers between Key System, Ltd., East Bay Street Railways, Ltd., and East Bay Motor Coach Lines, Ltd., applicable to certain lines of Key System, Ltd.
- (3) Arrangements for joint fares between San Francisco and East 14th Street and 41st Avenue, Oakland, over Key Terminal Railway, Ltd., Key System, Ltd., and East Bay Street Railways, Ltd.
- (4) Special round trip joint rate between San Francisco and Leona Rifle Range over lines of Key Terminal Railways, Ltd., Key System, Ltd., East Bay Street Railways, Ltd., and East Bay Motor Coach Lines, Ltd.

It is proposed by applicants to arrange for the establishment of joint fares for local service applicable over all the lines of applicants within the central zone of East Bay Street Railways, Ltd.

The local fare at the present time on Key System, Ltd. is seven cents, whereas the local fare on East Bay Street Railways, Ltd. and East Bay Motor Coach Lines, Ltd. is seven tokens for fifty cents, or ten cents cash fare. It is proposed to make the rate of the local fare uniform by modifying the local fare on the Key System, Ltd. to seven tokens for fifty cents or ten cents cash fare.

The plan proposed herein provides that patrons riding locally in the central zone can transfer from or to any of the Key System, Ltd. trains wherever station stops are established. No additional stops will be added to those now established on the Key System, Ltd. lines in the central zone.

The westerly limit of the local fares on the Key System, Ltd. is now established at Keel Station, located on the Key System fill

leading to the pier. It was shown that no fare passengers have been handled locally to or from Keel Station for a number of years. It is proposed to eliminate the application of local fares to this station and to restrict such local fares to the most westerly scheduled stop of the various trains of Key System, Ltd., but in no case west of Hollis Street Station.

It is proposed herein to eliminate the joint transbay fares between San Francisco and East 14th Street and 41st Avenue, Oakland, on the ground that this fare is out of line with the remaining rate structure and that on the average the traffic is light, being approximately forty commute passengers and fifty cash passengers who actually avail themselves of this service per day.

As a further reason to support the granting of this application, it was shown that the Seventh Street Line of Southern Pacific Company is located some eight hundred feet south of East 14th Street and the passengers affected by the proposed change either could use that service or pay the additional local fare on the street car to reach the Key System's transbay trains.

Authority is sought to eliminate the San Francisco-Leona Rifle Range joint round trip on the ground that only one hundred and three tickets were sold in 1931 and none to date this year and the cost of printing these tickets is in excess of the revenue received.

The proposals for the modification of the local fare structure of applicants were unopposed by the parties appearing at the hearing.

The establishment of joint local fares with universal transfers in the central zone area in the East Bay cities will be a material added convenience to the local patrons of applicants. Although a slight increase in local fares on the Key System, Ltd.

is involved, it appears that under the circumstances this change is justified and the local fares on the various lines of applicants will be identical.

With respect to the granting of the application to discontinue the round trip fares between San Francisco and 41st Avenue, on the East 14th Street Line, and the Leona Rifle Range, a careful analysis of the record leads to the conclusion that this request is reasonable and should be granted, which is supported by the fact that there is a very limited use made of these joint fares.

The following recommended Order will, therefore, provide for the granting of this application:

#### O R D E R

A public hearing having been held and the matter being duly submitted,

IT IS HEREBY ORDERED that the Key System, Ltd. shall establish within thirty (30) days from the date of this Order, upon not less than ten (10) days' notice to the Commission and the general public, by filing and posting tariffs in the manner prescribed in Section 14 of the Public Utilities Act, a basic single joint cash fare of ten (10) cents within the present seven (7) cent fare zone, together with the sale of seven (7) tokens for fifty (50) cents, each good for a single basic local fare with East Bay Street Railways, Ltd. and East Bay Motor Coach Lines, Ltd.

IT IS HEREBY FURTHER ORDERED that universal transfer privileges be and the same are authorized between Key System, Ltd. and East Bay Street Railways, Ltd. and East Bay Motor Coach Lines, Ltd. at regular scheduled stops of Key System, Ltd.

IT IS HEREBY FURTHER ORDERED that the Key System, Ltd. be and it is hereby authorized to eliminate the application of local fares at Keel Station and to restrict such local fares to the most westerly scheduled stop of the various trains of Key System, Ltd., but not westerly of Hollis Street Station.

IT IS HEREBY FURTHER ORDERED that the Key System, Ltd., East Bay Street Railways, Ltd., and East Bay Motor Coach Lines, Ltd. be and they are hereby authorized to cancel, in conformity with the rules of this Commission, the joint fares from San Francisco to points on the No. 16 Line of East Bay Street Railways, Ltd. to 41st Avenue and East 14th Street, Oakland, and the special round trip joint fare between San Francisco and Leona Rifle Range, Oakland, upon ten (10) days' notice to this Commission and the traveling public.

The Commission reserves the right to make such further orders in this proceeding as to it may seem right and proper and to revoke its permission if, in its judgment, public convenience and necessity demand such action.

For all other purposes the effective date of this Order shall be ten (10) days from and after the date hereof.

The foregoing Opinion and Order is hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 9<sup>th</sup> day of May, 1932.

C. J. Seaver  
Leon White  
M. J. Lee

Fred G. Stewart  
 Commissioners.