

ORIGINAL

Decision No. 27308

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Substitution of Service on Harrison Street and other streets in the City and County of San Francisco.

Application No. 19567.

BY THE COMMISSION:

O R D E R

Market Street Railway Company, on August 2, 1934, applied for authority to substitute overhead electric trolley bus service for street car service on its Harrison Street Line (Route No. 33) all in the City and County of San Francisco. The route of the Harrison Street Line is as follows:

"Commencing at the intersection of Third and Harrison Streets, thence along Harrison Street to Fourteenth Street, thence along Fourteenth Street to Guerrero Street, thence along Guerrero Street to Eighteenth Street, thence along Eighteenth Street to its intersection with Market Street at Danvers Street, thence curving southerly on Market Street to the intersection of Market Street and Clayton Street (formerly Caselli Avenue), thence curving northwesterly and northerly on Clayton Street to Ashbury Street, thence northeasterly and northerly on Ashbury Street to Frederick Street, thence westerly on Frederick Street to Clayton Street, thence northerly along Clayton Street to Waller Street, thence westerly along Waller Street to Stanyan Street."

Applicant alleges that the State Highway Commission and the City and County of San Francisco have requested it to discontinue street car service on fixed track along Harrison Street between Third and Tenth Streets. The portion of Harrison Street between Fifth and Tenth Streets is being improved as one of the important connections to the San Francisco-Oakland Bay Bridge now under construction. The general plan provides that:

- (a) Applicant shall operate an electric trolley bus along the present route of the Harrison Street car line, except that the trolley bus route will continue on Ashbury Street to Waller Street, thence westerly on Waller Street to Stanyan Street, thus eliminating the two turns along the street car route on Frederick Street.
- (b) All street car service along this line shall be discontinued except between 14th and Mission Streets, and 18th and Guerrero Streets; also along Frederick Street, between Ashbury and Clayton Streets, these two sections of track being used jointly by Line 33 and others.
- (c) Remove rails along Harrison Street between Third and Tenth Streets.
- (d) During the time Harrison Street is under reconstruction between Fifth and Tenth Streets, the service along this street between Third and Tenth Streets will be temporarily discontinued.

The Board of Supervisors of the City and County of San Francisco, on June 27, 1934, passed Ordinance No. 15091 authorizing the removal of tracks hereinbefore set forth and the substitution of overhead electric trolley bus service for rail service on the line involved. Electric trolley busses of the modern type are now in operation in various cities throughout the United States. In some instances this type of service has replaced that of the street car and in other cases operated as extensions or feeder lines. This is the first instance of a proposal to inaugurate overhead electric trolley bus service in this state and is a progressive step in local transportation.

It appears that a public hearing is not necessary and that the application should be granted, therefore,

IT IS HEREBY ORDERED that Market Street Railway Company be and it is hereby authorized to:

I. Abandon street car service on fixed rails along its Harrison Street Route (No. 33), described above, excepting along the two sections of track which are used jointly with the Harrison

Street Line and others, also described above;

II. Abandon and remove its tracks and appurtenances thereto located in and along Harrison Street between Third and Tenth Streets;

III. Substitute electric trolley bus service for street car service along the route of said discontinued street car line;

IV. Discontinue all service along Harrison Street, between Third and Tenth Streets, during the time Harrison Street is being reconstructed;

subject, however, to the following conditions:

- (1) Except along Harrison Street, between Third and Tenth Streets, the discontinuance of said street car service shall not become effective until said overhead electric trolley bus service has been placed in operation.
- (2) The rates of fares upon said trolley bus service shall be identical with the rates of fare now in effect on the said street car line proposed to be discontinued.
- (3) Applicant is authorized to turn its trolley busses at or near the termini or by operating around a block contiguous to such intersection in either direction.
- (4) Applicant shall, within thirty (30) days from the date thereof, notify the Commission, in writing, of the substitution of service as herein authorized.
- (5) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof unless further time is granted by subsequent order.

The Authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 27th day of August, 1934.

Leon Currier
W. A. Currier
W. B. Currier
W. C. Currier
Commissioners