

ORIGINAL

Decision No. 31576

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of PACIFIC GAS AND )  
 ELECTRIC COMPANY, a corporation, for an order of the )  
 Railroad Commission of the State of California ap- )  
 proving the herein described plan of general revision )  
 of applicant's electric street railway and motor bus ) Application  
 system operations in the City of Sacramento, and grant- ) No. 22319  
 ing and conferring upon applicant all necessary per- )  
 mission and authority to make said revised plan of )  
 operations effective. )

R. W. DUVAL, for Applicant.

JAMES DEAN, City Manager, HERBERT JAQUETH, City Planning Engineer, and HUGH BRADFORD, City Attorney, for the City of Sacramento.

- W. G. STONE, for the Sacramento Chamber of Commerce.
- L. B. KEAVES, in propria persona.
- A. W. SMITH, in propria persona.
- MRS. SARAH DULL, in propria persona.
- MRS. O. T. ILLERICH, for Kit Carson Parent Teachers Assn.
- FRANK MICHEL, for Southside Improvement Club.
- ROY COTERIN, Downtown Improvement Association.
- MRS. B. E. EASTBURN, for Sacramento High School.
- A. E. GODDARD, for Alkali Improvement Association.
- H. H. LEAVEY, for Mr. Lacey.
- H. K. DAY, in propria persona.
- FRANK A. EGBERT, in propria persona.
- J. F. WRIGHT, in propria persona.
- KRAMER ADAMS, for Sacramento Junior Colloge.
- MRS. B. MARSH, for Southeastern Improvement Club.

RILEY, COMMISSIONER:

O P I N I O N

Pacific Gas and Electric Company has applied to this Commission for approval of a general revision of applicant's electric street railway and motor bus system operating in the City of Sacramento. The revision embraces the abandonment, in part or whole, of certain existing lines and the inauguration of certain new lines.

Public hearings were held in Sacramento on November 21st and 22nd, 1938, at which time the matter was submitted for decision. A review of the evidence follows.

Applicant first pointed out that a substantial part of the growth of the City of Sacramento has been met in the past by the inauguration of feeder bus lines which operated from junctions with the existing car lines out into the new residential districts. Such feeders, however, proved unattractive to the patrons and costly to the company, the principal disadvantage lying in the fact that patrons travelling direct from the new residential districts to the downtown area were required to transfer en route. Under the proposed new plan outlined by applicant, the requirement for transfers between outlying residential districts and downtown Sacramento is almost entirely obviated. Another disadvantage of the present service is that practically all bus operations cease at 8:00 P.M. Service to midnight is proposed for the future. There is no intent to abandon service to any area in the city, although in one instance where the residents enjoy both bus and street car service the street car service will be discontinued. All portions of the city now served will continue to be within approximately five minutes walking distance of a street car or motor coach line. Where motor coach lines replace street car lines, there will be an increase of up to 50 per cent in the speed of operation, as the busses are scheduled at about 12 miles per hour as compared to 8 or 9 for the street cars. No change is proposed in the fare structure.

In view of the fact that the contemplated changes affect every line operated in the city, applicant requests the cancellation of all existing rights and the substitution in lieu thereof of the new rights set forth hereinafter. In connection with the substitution of bus lines for certain street car services, applicant also requests the right to abandon certain street car trackage.

#### PRESENT OPERATIONS

In the conduct of its transportation business in the City of Sacramento, applicant now operates and maintains 7 overhead trolley street car lines and 10 gasoline motor bus lines, or a total of 17

lines in all. A summary of the route miles, hours operated, and cars required in the performance of this service is provided below:

SUMMARY OF PRESENT OPERATIONS

Line	Route Miles (one-way)	Hours of Service From	To	Hours Operated Daily	Monthly	Cars in Regular Service
1	2.54	5:25 AM	12:50 AM	54.0	1,637	3
3	4.33	5:20 AM	12:30 AM )	158.5	4,516	13
12	3.43	5:20 AM	12:30 AM )			
4	4.00	5:15 AM	12:35 AM	84.5	2,431	6
5	4.84	5:15 AM	12:45 AM	128.4	3,789	10
6	4.42	5:22 AM	12:30 AM	105.8	3,144	7
7	2.59	5:30 AM	12:57 AM	48.3	1,583	6
<b>Total</b>	<b>26.15</b>			<b>579.5</b>	<b>17,100</b>	<b>45</b>

\* = This line operates over its full route from 6:40 AM to 8:40 AM and from 11:50 AM to 6:40 PM. The balance of the time it operates only from Southern Pacific Depot to 23th and M Streets.

Line	Route Miles (one-way)	Hours of Service From	To	Hours Operated Daily	Monthly	Cars in Regular Service
A	4.40	6:00 AM	8:00 PM	41.3	2,598	8
D	6.90	6:00 AM	8:00 PM	47.8		
B	2.10	6:30 AM	8:00 PM	14.0	429	1
C	3.40	5:45 AM	8:00 PM	29.5	897	3
E	3.90	5:51 AM	8:02 PM	26.8	747	3
F	2.90	6:00 AM	8:00 PM	13.1	601	3
G	6.55	8:00 PM	12:30 AM	4.6	142	1
H	1.10	7:15 AM	8:57 AM & 2:25 PM	4.8	124	1
J	1.40	8:00 AM	8:40 AM & 3:35 PM	1.9	36	1
14	3.30	7:17 AM	8:47 AM & 2:27 PM	3.8	75	1
<b>Total</b>	<b>36.05</b>			<b>187.6</b>	<b>5,649</b>	<b>22</b>

A detailed description of the routes of these lines as they are now operated appears in Appendix "A" hereto. There follows a brief outline of the reasons advanced by applicant for the various

changes proposed in the existing service, which were set forth in its original application. Certain additional changes, mostly of a minor nature, were subsequently made during the course of the hearings. These are noted hereinafter.

#### Present Street Car Lines

(a) Route No. 1 - T Street Car Line.

The severe wind storm of February 9, 1938, damaged this line to such an extent that further street car operation was precluded. As changes in this line had been contemplated, and as the continued street car operation would require extensive repair work, temporary motor bus service was established over the route and has been continued to date. Applicant now proposes to abandon this street car line and to furnish transportation in the area involved by means of the proposed lines hereinafter described.

(b) Route No. 3 - East Lawn Car Line.

Applicant's No. 12 car line operates over a portion of the No. 3 car line route, namely, from 3rd and J Streets to 46th and J Streets. It is proposed to combine the No. 3 and No. 12 car lines, terminating the combined line at 46th and J Streets, and to abandon operations between this point and the end of the line. The area now furnished railway transportation service by that section of the No. 3 line to be abandoned will be served by the proposed new motor coach lines, operating through the area involved and running direct into the central business district.

(c) Route No. 4 - M Street Car Line.

It is proposed to reroute that portion of the No. 4 line from 10th and K Streets to 28th and P Streets along 10th Street from K to P and thence on P to 28th Street, in lieu of the present routing along K Street to 15th Street, 15th Street to M Street, M to 28th Street, and on 28th to P. Street. The rerouted No. 4 line (re-designated as the No. 11 car line) will be coordinated with the proposed No. 5, P Street car line, which latter line will, except for a separation for a few blocks around Capitol Park, follow the same route as the present No. 4 line.

The track and overhead trolley system on M Street between 15th and 28th Streets will be abandoned and the transportation service now rendered by the present No. 4 street car line, along M Street will be supplied by new motor coach lines, Nos. 1 and 2. (The No. 1 line is hereinafter designated as the McKinley-Folsom Boulevard coach line, and the No. 2 line as the F and M Street coach line).

(d) Route No. 5 - P Street Car Line.

This line will retain its present designation as No. 5 line, although minor modifications will be made in the time schedules to coordinate the same for evenly spaced headway with the newly designated No. 11 line. The sole change in the route of the No. 5 line will be that this line will operate from 10th and K Streets to 15th and P Streets over K and 15th Streets instead of over 10th and P Streets.

(e) Route No. 6 - 21st Street Car Line.

The sole change contemplated in this street car line will be a change in its downtown terminal from 2nd and H Streets to the Southern Pacific Depot. It will operate from said depot south to K Street, thence east on K Street along its present route.

(f) Route No. 7 - 10th Street Car Line.

It is proposed to take this line out of service, the territory which it now serves being provided transportation by means of two new motor coach lines (hereinafter designated as the No. 4 and No. 7 motor coach lines).

(g) Route No. 12 - 46th Street Car Line. This is a so-called "tripper" line operated only during peak hours of the day to augment the service on the No. 3 car line. As noted above it is proposed to combine this line with the present No. 3 line. The new line (hereinafter designated as the No. 3 line), will operate from the Southern Pacific Depot to 46th and J Streets only, the service beyond this latter point being furnished by motor coach lines, as noted in item (b) above.

Present Motor Bus Lines

(a) Route A - McKinley Park Bus Line.

Route D - Oak Park Bus Line.

Route F - McKinley Park Tripper Bus Line.

The new bus line to be installed under the proposed operations will cover the routes of the above group of bus lines, except for the cross-town service on 39th Street from McKinley Boulevard to Stockton Boulevard. Applicant expressed the view that the area contiguous to 39th Street will be better served by the proposed new bus lines operating over Folsom Boulevard and T Street direct into the downtown business district.

(b) Route B - Folsom Boulevard Bus Line.

This line now operates solely as a feeder for car lines at 28th and M Streets. It is planned to discontinue this line as service to the area will be furnished by the proposed bus line operating from the terminal at 57th Street and Folsom Boulevard direct to the downtown business section without transfer. (The proposed line is hereinafter designated as Route No. 1, McKinley and Folsom Boulevard Coach Line).

(c) Route C - Elmhurst Bus Line.

This line now operates primarily as a feeder to the street car lines at 28th and P Streets, but also renders cross-town service along 28th Street from P Street to F Street. It is proposed to discontinue this line. Service to the area involved will be furnished by a new coach line operating over the same streets in the Elmhurst area now traversed by said C line and running direct to the downtown business section without transfer. (The proposed line to serve the Elmhurst area is hereinafter designated as Route No. 4, Elmhurst-Riverside Boulevard Coach Line). The cross-town service in the same area will be provided by a new proposed line, (hereinafter designated as Route No. 9, 30th Street and Sacramento Boulevard Coach Line).

(d) Route E - Junior College Bus Line.

Applicant proposes to discontinue this service, pointing out that it is a cross-town service, the need for which will be obviated by new motor coach lines (designated as Nos. 4, 7 and 12).

(e) Route G - Owl Bus Line.

This line operates daily from 8:00 P.M. to 12:30 A.M. as an owl service in the area served by the A, B, C, and D bus lines which are discontinued at 8:00 P.M. It is planned to discontinue said G line inasmuch as under the proposed operations improved service will be afforded the area which it now covers.

(f) Route H - Junior College Bus Line.

This is a "tripper" line operated only on school days to serve the Sacramento Junior College and McClatchy High School. Applicant states that although it does not pay its direct operating costs, it proposes to keep the same in service to render transportation to the schools which cannot otherwise be provided for. It is proposed to operate the line daily and to designate it hereafter as the No. 12, Freeport Boulevard Coach Line.

(g) Route J - California Junior High School Bus Line.

This is a so-called "tripper" line operated only during school days. It is proposed to retain this line in service under the new project with the designation as No. 14, Vallejo Way Coach Line.

(h) No. 14 - 12th Avenue Bus Line.

This was a temporary line established August 1, 1937, for experimental purposes with its operations limited to school days only. It is proposed to discontinue this line, with service to the area along 12th Avenue to be afforded by the proposed new Nos. 7 and 9 Coach Lines.

PROPOSED ABANDONMENTS OF TRACKS AND APPURTENANCES.

As already noted hereinabove the program of substituting bus service for street car service permits the abandonment of several pieces of track, roadbed and trolley system. A description of such abandonments appears in Appendix "B."

SUMMARY OF PROPOSED OPERATIONS.

Under applicant's proposed revised plan of operation, there will be four overhead trolley lines and nine motor coach lines. The new service will require 10,646 car hours monthly and 11,392 coach hours monthly. This indicates a slight decrease in the total vehicle hours, namely: from 22,820 monthly under present operations to 22,038, monthly under proposed operations, or about 3.5 per cent. The aggregate one-way route mileage of the lines under the proposed operation will be 16.87 for car lines and 31.80 for coach lines. This will effect a decrease in the route miles of lines from 63 under present operations to 48.67 under the proposed plan, such decrease being occasioned by the elimination of over-lapping routes.

The proposed new routing, however, will cover more miles of city streets than under the present plan and thus will, in the opinion of the applicant, serve a much larger area of the City of Sacramento.

The operating costs of this proposed service are expected to approximate or, possibly, exceed that of the present service, but the company hopes for an increased patronage as a result of the changes. The program calls on the one hand for the retirement of track, roadbed, trolley system, and street cars having an original cost of \$548,700, and on the other hand for an expenditure of \$123,000 for 12 new motor coaches (\$85,000) and the reconstruction of the car and coach barns (\$38,000). Applicant believes that as a result of the proposed coordination of schedules and the elimination of waste time and duplication, there will result an improved transportation service to all parts of the city. A summary of the proposed operations are set forth below:

<u>Car Lines</u>	<u>Route Miles</u> (one-way)	<u>Hours Operated</u>		<u>Cars Required</u>
		<u>Daily</u>	<u>Monthly</u>	
3	3.43	98.3	2,783	11
5	4.85	123.3	3,630	10
6	4.43	101.6	2,920	7
11	4.16	50.5	1,313	6
<b>Total</b>	<b>16.87</b>	<b>379.4</b>	<b>10,646</b>	<b>34</b>
<u>Coach Lines</u>	<u>Route Miles</u> (one-way)	<u>Hours Operated</u>		<u>Coaches Required</u>
		<u>Daily</u>	<u>Monthly</u>	
1	8.30			
2	Inc. with No. 1	151.8	4,332	13
4	7.05			
7	7.65	155.3	4,490	13
8	Inc. with Nos. 4 & 7			
9	4.00	45.7	1,297	5
10	1.65	18.5	538	1
12	1.10	25.0	699	3
14	1.25	1.9	36	1
<b>Total</b>	<b>31.80</b>	<b>398.7</b>	<b>11,392</b>	<b>36</b>

The motor coach lines will give a scheduled speed of 12 miles an hour and the street car lines of 8 to 9 miles an hour.

A detailed description of each route under the proposed plan of operation is set forth in Appendix "C" hereto. The headways which applicant tentatively proposes at the time of the inauguration of the new service are set forth in Appendix "D." Applicant states that if, after trial, such headways prove to be inadequate to accommodate the traffic, they will be increased.

REVIEW OF SUGGESTIONS AND REQUESTS INTRODUCED BY THE CITY OF SACRAMENTO AND LOCAL RESIDENTS

No opposition was received to the plan as a whole. Mr. James S. Dean, City Manager of the City of Sacramento, stated that the whole matter had been under consideration by the City Administration for approximately a year, that many meetings had been held with the officials of the Pacific Gas and Electric Company, that approximately three meetings were held with the Committee of the City Council, and that one public meeting of the City Council had been held at which the plan was explained to the Council and to any interested citizens. It was further testified that, in the main, the City Administration was quite satisfied with the proposed changes, was gratified that many of the difficulties of the past relating particularly to slow service and transfer points would be eliminated, and believed that the program was a distinct step forward in that there would be some elimination of street cars. (1)

The City Manager noted, however, that certain points, relating more or less to details, remained to be settled. Among these were the extension of the present transfer arrangements with other lines (2) and certain proposed modifications of the plan to be introduced into the record by the City Planning Engineer, Mr. E. H. Jacqueth. This latter witness not only introduced such proposed modifications, but also read into the record certain complaints or requests from the public which had been received by him concerning the applicant's proposals. Individual witnesses from various parts of the city likewise appeared and protested or questioned certain features of the plan.

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(1) It was added that the administration hopes to see future years bring the elimination of all street cars and the tracks.

(2) The extension of the transfer arrangements with other lines not a party to this proceeding, was not a matter for consideration in this case.



A substantial part of the recommendations and suggestions introduced by the City Planning Engineer and by these witnesses were met by the applicant through oral amendments to its original application.

A brief summary and review of the items follows:

(1) Extend the No. 4 line from its proposed terminal at 57th Street and 2nd Avenue, to 57th Street and 5th Avenue. Adopted by applicant through amendment to its original application.

(2) Reroute the Nos. 4 and 7 lines from 9th Street to 10th Street between P and Y Streets. Adopted by applicant through amendment to its original application.

(3) Extend the No. 7 line north from 16th and Y Streets to 16th and T Streets to effect certain cross-town connections. Same result accomplished by rerouting of the proposed No. 10 line as explained hereinafter.

(4) Extend proposed No. 10 line on 5th Street to make connection with lines Nos. 4 and 7 at 9th or 10th Streets and Y Street. No. 10 line rerouted to provide corresponding connection at 10th and T Streets.

(5) Extend the 10th Street line across town to F Street to provide the F Street district additional service. The present 10th Street car line is to be replaced by busses operating from P Street north, on 9th Street, the routing of which to eastern and southeastern portions of the city prohibits the extension in question. Service to F Street is now provided by the Nos. 1 and 2 lines on 7th Street and by the Sacramento Northern local car line on 15th Street.

(6) Switch the legs of Nos. 1 and 7 lines to provide certain direct connections without transfer from the northeast and northwest areas to the south, central and southwest portions of the city. The density of traffic and headways on the Nos. 1 and 7 lines differ, making this suggestion impractical. The requirement that the cross-town traffic between these widely separated districts (chiefly residential) make a transfer, does not appear as unreasonable.

(7) Extend the No. 9 line from its terminal at 12th Avenue and 42nd Street to a point two blocks farther east at 12th Avenue and 44th Street. Adopted by applicant through amendment to its original application.

(8) Operate the No. 9 line between F Street and K Street via Alhambra Boulevard in lieu of via 30th Street in order to provide service to business houses on Alhambra Boulevard. Applicant amended its application to change the terminus of this line to serve the corner of F Street and Alhambra Boulevard and to directly serve McKinley Park, but objected to operating between F and K Streets on Alhambra Boulevard because of the traffic congestion and railroad train operation on this street. Service will parallel this three-block stretch of Alhambra Boulevard, but will operate on 30th Street, one block to the west.

(9) Provide, during school hours at least, a cross-town shuttle service on 39th Street from the junction of Stockton Boulevard and Miller Way north to McKinley Boulevard. Applicant stated its belief that at present there was no need for local cross-town service at this point, but will conduct an investigation within the next sixty days as to the future need for such service under the new plan of operations.

(10) Groups living in the Elmhurst district protested the abandonment of the No. 3 car line between 46th and J Streets and the end of the line. These residents now enjoy both street car service and feeder bus service to the downtown area. The company, upon the elimination of this extension, expects to save approximately \$30,000 per year, which saving, along with savings in other districts, will permit the operation of through bus service from this and other districts direct into the downtown area and, in addition, will permit the offering of a service from 8:00 P.M. to midnight which is not now provided. It appears that the benefits derived by the city as a whole from the inauguration of through bus services overweighs the disadvantage to those residents paralleling this portion of car line who will be deprived of one of their two services. The patronage on that portion of the street car line here in question does not now meet the cost of maintaining the service.

(11) Certain residents located near the intersection of 46th and J Streets requested that, if the No. 3 line were to be abandoned beyond that point, the switch back should be removed from 46th Street and placed on J Street. The reason advanced was the noise resulting from the cars turning the corner, the operation through the switches, the application of air in stopping, the turning of seats, etc., and the fact that there were fewer homes adjacent to the terminal on J Street than on 46th Street. The company protested the removal of the switch from its present location, pointing to the traffic hazards resulting if cars were switched on J Street which is a through artery; to the fact that most of the noise would be merely transferred from residents on 46th Street to residents on J Street; to the fact that only half as many cars would be making this turn in the future as in the past; to the fact that the street car line had been there long before the residences in question had been built; and, more particularly, to the estimated cost of between \$5,000 and \$6,000 to move the switch which is laid in concrete. In view of all the facts of this matter it does not appear that public convenience and necessity require that applicant should be required to make this expenditure.

(12) Objection was voiced to the operation of a 20-minute headway on the No. 4 line operating on Riverside Boulevard between Y Street and William Land Park. At the present time this route is served by the No. 7 car line offering headways varying from 12 to 15 minutes. Under the proposed operation the service is to be staggered from Y Street south with a 20-minute service operated down both Riverside Boulevard and Land Park Drive. These two boulevards are approximately 5 to 7 minutes walk apart, although connecting streets have not yet been cut through toward the southern end of the routes. Part of the traffic now handled by the Riverside Boulevard line will unquestionably travel the Land Park Drive route. Twenty-minute headways on this route are comparable to those which will be provided in similar residential districts of the city under the proposed plan of operation. Applicant states that if these headways cannot accommodate the traffic offered, additional equipment will be added as soon as the need makes itself known. Tripper busses on this route operating as far south as 10th and Y Streets are available for this purpose.

(13) Objection was voiced to the lack of a cross-town connection in the district bounded by the Sacramento River and 18th Street and by O Street and Y Street. The principal concern under the new plan was with the abandonment of cross-town service on T Street which would deprive this area of a direct cross-town connection to the high school. As a result of this suggestion and with the approval of representatives of the city, the applicant offered to reroute its proposed No. 10 line so that in lieu of operating down 5th Street to Y Street, it would turn at 5th and T Streets operating across T Street to 15th Street and there providing transfer with lines serving the high school.

(14) Reroute the No. 1, McKinley Boulevard and Folsom Coach Line so that both legs of this bus line operate directly in front of the Kit Carson Junior High School. The school is located midway between the bus lines on Folsom and J Streets, being two blocks from each. The reason for such request lay in the fact that the students travelling to and from this school by bus must use the roadway to reach the school as there are no sidewalks, thus creating an accident hazard as well as an unsatisfactory condition in rainy weather. The record indicates, however, that if such application were granted, it would discommode riders to points beyond the school who would be carried out of their direct route; it would cost the company \$7,000 for an additional bus and a monthly operating expense several times greater than the approximate increase of \$90.00 per month in revenue it might expect; (3) that the walking distance of two blocks to the school is not unreasonable; that it would probably serve but a relatively small percentage of the entire student body, the remainder continuing to use the roadways as at present; and that other schools in the city have requested the company to keep its vehicles away from streets adjacent to the schools because of the traffic hazards created. It does not appear that this request should be granted, particularly as an added expense in one district will adversely affect the amount of service that applicant can offer in other districts. The construction of sidewalks would probably go far to meet this problem.

(15) Request is made by the Colonial Heights Improvement Club, located in the southeastern portion of the city, that the proposed No. 4 and No. 9 lines be extended into such area. This district is being principally served at present by the Central California Traction Company. As the applicant has not heretofore served this territory and has not applied herein to provide such service, this is not a proceeding in which an extension of the line can be considered. Applicant does point out, however, that as a result of amendments to its original application, the Nos. 4 and 9 lines will operate about 1,500 feet and 600 feet, respectively, farther into these areas than was originally contemplated.

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(3) Applicant held that the running time on this route was so tight that the added mileage involved and time involved would require an additional bus on the route. School children pay half fare.

In passing upon the above items, the fundamental problem of providing the greatest service to the greatest number has been kept in the foreground. It is desirable that Sacramento be assured the broadest and most complete service which the company's revenues will permit. The records indicate that the company has had little or no profit on its operations for the past several years, meeting only its operating expenses and, in some degree, its depreciation requirements. (4) In such case the problem becomes that of taking the maximum service that can be operated within the limit of the revenues available or anticipated and distributing it as fairly as possible throughout the city. Both the City Administration and the company expressed the view that if any local inequalities in service arise they could be ironed out later based upon the experience resulting from an actual test of the plan. The Administration indicated that in the main it was reasonably satisfied with the program.

Although no specific protest was entered at the hearing concerning either the present or the proposed service to the Sacramento Junior College and other schools located in the southern part of the city, some comment upon this matter might here be made. Such schools include the Junior College, the McClatchy High School and the California Junior High School. Service to these schools, the City Manager stated, has become one of the city's greatest problems and, while the Pacific Gas and Electric Company has attempted to solve it, it was not certain that a solution had been found. Under the proposed program the service to the Junior College and the McClatchy High School remains approximately as at present. The applicant points out, on the one hand,

(4) Rate of Return After Depreciation:

<u>Year</u>	<u>Per Cent</u>	<u>Return</u>	<u>Per Cent</u>
1928	2.83%	1934	2.44*
1929	2.43	1935	0.79*
1930	1.51	1936	0.22
1931	0.57*	1937	0.68*
1932	2.00*	Year Ending	
1933	2.75*	Sept. 30, 1938	2.36*

\* = Loss

that service to the Sacramento Junior College will be improved through the use of larger and faster equipment and by the continuation of the service to midnight in lieu of the present discontinuance at 8:00 P.M. The principal change affecting these schools on the other hand, is the withdrawal of the cross-town E line, although the record indicates that this line, operating on a 20-minute headway, was not designed to handle any significant volume of student traffic. It appears that the principal route of travel now used by the Junior College and High School students is via the No. 6 street car line with a transfer at 21st Street and 2nd Avenue to shuttle busses which operate to the schools' entrances. (5) This service remains as at present except for the continuation of the operation from 8:00 P.M. to midnight.

At the present time those students served direct by the No. 6 car line are required to make one transfer, i.e., a transfer to the shuttle busses. Students living in other portions of the city are now required to make in some cases one, and in other cases two transfers in order to reach the No. 6 line, or a total of two or three transfers, respectively. Under the proposed plan a total of two transfers will generally be required of this group, although those located in the western part of the city on the newly created No. 7 line will have direct service to the California Junior High School. Direct service to the McClatchy High School and the Sacramento Junior College for any large volume of students would probably require a future extension of the electric operation from 2nd Avenue and 21st Street south on 21st Street and Freeport Boulevard to the Junior College.

#### CONCLUSIONS

Upon consideration of all the facts of record, it appears that applicant should be granted authority to: (1) discontinue

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(5) A second connection is now provided by the No. 14 line operating on Sutterville Road. The record indicates that this latter line was put on for experimental purposes and has had very little patronage.

all present operations, as outlined in Appendix "A" hereto; (2) abandon certain street railway track and appurtenances, as set forth in Appendix "B" hereto; and (3) operate in lieu of the present service that service outlined in Appendix "C" hereto.

Pacific Gas and Electric Company is hereby placed upon notice that "operative rights" do not constitute a class of property which should be capitalized or used as an element of value in determining reasonable rates. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the state which is not in any respect limited to the number of rights which may be given.

#### O R D E R

Public hearings having been held in the above-entitled proceeding, and the matter having been submitted,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY DECLARES that public convenience and necessity require the establishment and operation by applicant of street car or automotive service for transportation of passengers over the routes as set forth in Appendix "C" hereto, and the consolidation of such routes each with the other for operating purposes.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity therefor be and the same is hereby granted to the Pacific Gas and Electric Company, subject to the following conditions:

1. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed fifteen (15) days from the date hereof.
2. Applicant shall commence the service herein authorized within a period of not to exceed sixty (60) days from the effective date hereof, and prior to or coincident with the abandonment of service, as also hereinafter authorized.

3. Applicant shall file in duplicate and make effective within a period of not to exceed sixty (60) days after the effective date of this order, on not less than five (5) days' notice to the Railroad Commission and the public, time schedules covering the service herein authorized in a form satisfactory to the Railroad Commission.
4. The rights and privileges herein authorized may not be discontinued, sold, leased, transferred, nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer, or assignment has first been obtained.
5. No vehicle may be operated by applicant herein unless such vehicle is owned or leased by said applicant under a contract or agreement on a basis satisfactory to the Railroad Commission.
6. Applicant is authorized to turn its motor vehicles at termini or intermediate points, either in the intersection of the streets or by operating around two blocks contiguous to such intersection in either directions, and to carry passengers as traffic regulations of the municipality may require.

IT IS HEREBY FURTHER ORDERED that Pacific Gas and Electric Company is authorized to (a) discontinue its street railway and motor bus service as set forth in Appendix "A" attached hereto, and (b) abandon its street railway trackage and appurtenances thereto, as set forth in Appendix "B" attached hereto, such to be coincident with the commencement of the service as hereinabove authorized.

The effective date of this order shall be ten (10) days from the date hereof.

The foregoing Opinion and Order are 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 19<sup>th</sup> day of December, 1938.

*[Handwritten signatures of three commissioners]*  
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 \_\_\_\_\_  
 \_\_\_\_\_  
 Commissioners

APPENDIX "A"  
ROUTES UNDER PRESENT OPERATIONS

No. 1. T Street Car Line

From the terminal on 7th Street between E and I Streets south on 7th Street to T Street, and east on T Street to the terminal at 28th and T Streets.

No. 3. E-L Car Line

From the terminal at Southern Pacific Depot, south on 3rd Street to J Street, east on J Street to 46th Street, south on 46th Street to R Street, east on R Street to 48th Street, and south on 48th Street to the terminal at 48th and U Streets.

No. 4. M Street Car Line

From the terminal at Southern Pacific Depot, south on 3rd Street to K Street, east on K Street to 15th Street, south on 15th Street to M Street, east on M Street to 28th Street, south on 28th Street to Y Street, east on Y Street to Sacramento Boulevard, southeast on Sacramento Boulevard to 35th Street, and south on 35th Street to terminal at 35th Street and 5th Avenue.

No. 5. P Street Car Line

From the terminal at Southern Pacific Depot, south on 3rd Street to K Street, east on K Street to 10th Street, south on 10th Street to P Street, east on P Street to 28th Street, south on 28th Street to Y Street, east on Y Street to Sacramento Boulevard, southeast on Sacramento Boulevard to 35th Street, south on 35th Street to 4th Avenue, east on 4th Avenue to Stockton Boulevard, north on Stockton Boulevard to west entrance of the State Fair Grounds.

No. 6. 21st Street Car Line

From the terminal at 2nd and H Streets, south on 2nd Street to K Street, east on K Street to 21st Street, south on 21st Street to 2nd Avenue, east on 2nd Avenue to 24th Street, south on 24th Street to 5th Avenue, and east on 5th Avenue to terminal at 5th Avenue and 35th Street.

No. 7. 10th Street Car Line

From the terminal at 10th and J Streets, south on 10th Street to Y Street, east on Y Street to Riverside Boulevard, and south on Riverside Boulevard to terminal at west entrance of William Land Park.

No. 12. 46th Street Car Line

From the terminal at 2nd and H Streets, south on 2nd Street to J Street, and east on J Street to terminal at 46th and J Streets.

No. A. McKinley Bus Line

From the terminal at 7th and J Streets, north on 7th Street to F Street, east on F Street to Alhambra Boulevard, north on Alhambra Boulevard to McKinley Boulevard, east on McKinley Boulevard to D Street, east on D Street to 46th Street, south on 46th Street to J Street, and east on J Street to terminal at 57th and J Streets. On the return trip the bus turns off of F Street at 9th Street, running south on 9th Street to J Street, and west on J Street to terminal at 7th and J Streets.



APPENDIX "A" (Cont'd)

No. B. Folsom Bus Line

From the terminal at 28th and M Streets, south on 28th Street to N Street, east on N Street to 29th Street, north on 29th Street to M Street, east on M Street to Folsom Boulevard, and east on Folsom Boulevard to terminal at 57th Street and Folsom Boulevard.

No. C. Elmhurst Bus Line

From the terminal at 28th and F Streets, south on 28th Street to P Street, east on P Street to Stockton Boulevard, southeast on Stockton Boulevard to 34th Street, south on 34th Street to T Street, east on T Street to 55th Street, south on 55th Street to V Street, east on V Street to 57th Street, and south on 57th Street to terminal at 57th Street and 5th Avenue.

No. D. Oak Park Bus Line

The route of the No. D bus line is the same as the A line above referred to from the common terminal at 7th and J Streets to McKinley Boulevard and 39th Street, south on 39th Street to Miller Way, southwest on Miller Way to 37th Street, south on 37th Street to 2nd Avenue, west on 2nd Avenue to 34th Street, south on 34th Street to Sacramento Boulevard, southeast on Sacramento Boulevard to 12th Avenue, west on 12th Avenue to Franklin Boulevard, and north on Franklin Boulevard to terminal at 5th Avenue and Franklin Boulevard.

No. E. Junior College Bus Line

From the terminal at 16th and F Streets, south on 16th Street to 2nd Avenue, east on 2nd Avenue to 21st Street and south on 21st Street and Freeport Boulevard to 11th Avenue, west on 11th Avenue to 17th Street, south on 17th Street to 13th Avenue, east on 13th Avenue to Freeport Boulevard, and south on Freeport Boulevard to Sacramento Junior College entrance. Return route direct on Freeport Boulevard to 2nd Avenue, via 2nd Avenue and 16th Street to F Street.

No. F. McKinley Bus Line

The route of the No. F bus line is the same as A and D lines referred to above from the common terminal at 7th and J Streets to 39th Street and McKinley Boulevard.

No. G. Owl Bus Line

From the terminal at 28th and F Streets, on F Street to 31st Street, to McKinley Boulevard, to D Street, to 46th Street, to J Street, to 57th Street, and return over same route to 28th and F Streets, thence on 28th Street to M Street, to Folsom Boulevard, to 39th Street, to Stockton Boulevard, and return over same route to 28th and M Streets, thence on 28th Street to P Street, to Stockton Boulevard, to 34th Street, to T Street, to 39th Street, to Miller Way, to 37th Street, to 2nd Avenue, to 34th Street, to Sacramento Boulevard, to 35th Street, to 2nd Avenue, thence to 37th Street, and via Miller Way, to 39th Street, T Street, 34th Street, Stockton Boulevard, P Street, and 28th Street to terminal at 28th and F Streets.

APPENDIX "A" (Cont'd)

No. H. Junior College Bus Line

From the terminal at 21st Street and 2nd Avenue, south on 21st Street and Freeport Boulevard to Sacramento Junior College entrance. Return route via Freeport Boulevard and 21st Street to Castro Way, east on Castro Way to Florence Place, north on Florence Place to 2nd Avenue, west on 2nd Avenue to terminal at 21st Street and 2nd Avenue.

No. J. California Junior High School Bus Line

From the terminal at 21st Street and 2nd Avenue, south on 21st Street and Freeport Boulevard to Vallejo Way, west on Vallejo Way to terminal at Vallejo Way and Riverside Boulevard, returning thence on Riverside Boulevard to 3rd Avenue, on 3rd Avenue to Vallejo Way, on Vallejo Way to Freeport Boulevard, on Freeport Boulevard and 21st Street to Castro Way, on Castro Way to Florence Place, on Florence Place to 2nd Avenue, on 2nd Avenue to terminal at 21st Street and 2nd Avenue.

No. 14. 12th Avenue Bus Line

From the terminal at 21st Street and 2nd Avenue, south on 21st Street and Freeport Boulevard to Sutterville Road, east on Sutterville Road and 12th Avenue to 40th Street, north on 40th Street to 11th Avenue, east on 11th Avenue to 42nd Street, south on 42nd Street to terminal at 42nd Street and 12th Avenue, and return via 12th Avenue, Sutterville Road, Freeport Boulevard and 21st Street to Castro Way, on Castro Way to Florence Place, on Florence Place to 2nd Avenue, on 2nd Avenue to terminal at 21st Street and 2nd Avenue.

APPENDIX "B"

PROPOSED ABANDONMENT OF TRACK AND APPURTENANCES

- (1) On 7th Street from H to T Streets, on T Street from 7th to 28th Streets.
- (2) On 15th Street from P Street to T Street.
- (3) On 46th Street, from a point approximately 250 feet south of the south curb line on J Street, to R Street, on R Street from 46th Street to 48th Street, and on 48th Street from R Street to J Street.
- (4) On M Street from 15th to 28th Streets.
- (5) On 2nd Street from H Street to K Street.
- (6) On 10th Street from P Street to Y Street, on Y Street from 10th Street to Riverside Boulevard, and on Riverside Boulevard from Y Street to the end of the line at the west entrance to William Land Park.

APPENDIX "C"

PROPOSED ROUTES

No. 1. McKinley and Folsom Boulevard Coach Line

From terminal at 57th and J Streets, west on J Street to 46th Street, north on 46th Street to D Street, west on D Street to McKinley Boulevard, west on McKinley Boulevard to Alhambra Boulevard, south on Alhambra Boulevard to F Street, west on F Street to 7th Street, south on 7th Street to J Street, east on J Street to 15th Street, south on 15th Street to M Street, east on M Street to Folsom Boulevard, and east on Folsom Boulevard to terminal at 57th Street and Folsom Boulevard.

NOTE: The above described route includes the No. 2, F and M Streets Coach Line, which applicant proposes to operate as a so-called tripper or shuttle service over that portion of the route lying between the intersection of F Street and Alhambra Boulevard and the intersection of 28th and M Streets.

No. 3. J Street Car Line

From terminal at Southern Pacific Depot, south on 3rd Street to J Street, east on J Street to 46th Street, south on 46th Street to terminal approximately 250 feet south of J Street.

No. 4. Elmhurst-Riverside Boulevard Coach Line

From terminal on Riverside Boulevard at west entrance to William Land Park, north on Riverside Boulevard to Y Street, west on Y Street to 10th Street, north on 10th Street to P Street, west on P Street to 9th Street, north 9th Street to K Street, east on K Street to 15th Street, south on 15th Street to T Street, east on T Street to 55th Street, south on 55th Street to V Street, east on V Street to 57th Street, and south on 57th Street to terminal at 5th Avenue and 57th Street.

NOTE: The above described route includes the No. 8, 9th and T Streets Coach Line, which applicant proposes to operate as a so-called tripper or shuttle service over that portion of the Nos. 4 and 7 routes as lies between the intersection of 10th and Y Streets and the intersection of 28th and T Streets.

No. 5. P and 15th Street Car Line

From terminal at Southern Pacific Depot, south on 3rd Street to K Street, east on K Street to 15th Street, south on 15th Street to P Street, east on P Street to 28th Street, south on 28th Street to Y Street, east on Y Street to Sacramento Boulevard, southeast on Sacramento Boulevard to 35th Street, south on 35th Street to 4th Avenue, east on 4th Avenue to Stockton Boulevard, and north on Stockton Boulevard to terminal at main entrance to State Fair Grounds.

APPENDIX "C" (Cont'd)

No. 6. 21st Street Car Line

From terminal at Southern Pacific Depot, south on 3rd Street to K Street, east on K Street to 21st Street, south on 21st Street to 2nd Avenue, east on 2nd Avenue to 24th Street, south on 24th Street to 5th Avenue, and east on 5th Avenue to terminal at 5th Avenue and 35th Street.

No. 7. Land Park Drive and 12th Avenue Coach Line

From terminal at Lincoln Avenue and 18th Street, northwest on Lincoln Avenue to 11th Avenue, west on 11th Avenue to Land Park Drive, north on Land Park Drive to Caramay Way, east on Caramay Way to 16th Street, north on 16th Street to Y Street, west on Y Street to 10th Street, north on 10th Street to P Street, west on P Street to 9th Street, north on 9th Street to K Street, east on K Street to 15th Street, south on 15th Street to T Street, east on T Street to 30th Street, south on 30th Street to Franklin Boulevard, south on Franklin Boulevard to 12th Avenue, and east on 12th Avenue to terminal at 12th Avenue and 36th Street. (See note to Route No. 4 above).

No. 9. 30th Street and Sacramento Boulevard Coach Line

From terminal at Alhambra Boulevard and F Street, south on Alhambra Boulevard to G Street, west on G Street to 30th Street, south on 30th Street to K Street, west on K Street to 28th Street, south on 26th Street to P Street, east on P Street to Stockton Boulevard, south-east on Stockton Boulevard to Miller Way, southwest on Miller Way to 37th Street, south on 37th Street to 3rd Avenue, west on 3rd Avenue to 35th Street, south on 35th Street to 5th Avenue, east on 5th Avenue to Sacramento Boulevard, south on Sacramento Boulevard to 12th Avenue, and east on 12th Avenue to terminal at 12th Avenue and 44th Street.

No. 10. 5th Street Coach Line

From terminal at 7th Street and J Street, south on 7th Street to K Street, west on K Street to 5th Street, south on 5th Street to T Street and east on T Street to terminal at 15th and T Streets.

No. 11. P and 10th Streets Car Line

From terminal at Southern Pacific Depot, south on 3rd Street to J Street, east on J Street to 10th Street, south on 10th Street to P Street, east on P Street to 26th Street, south on 23rd Street to Y Street, east on Y Street to Sacramento Boulevard, southeast on Sacramento Boulevard to 35th Street, and south on 35th Street to terminal at 35th Street and 5th Avenue.

No. 12. Freeport Boulevard Coach Line

From terminal at 21st Street and 2nd Avenue, south on 21st Street and Freeport Boulevard to Sacramento Junior College and east entrance of William Land Park.

No. 14. Vallejo Way Coach Line

From terminal at 21st Street and 2nd Avenue, south on 21st Street and Freeport Boulevard to Vallejo Way, and west on Vallejo Way to terminal at Vallejo Way and Riverside Boulevard.

APPENDIX "D"

Tentative Schedule of Headways on Proposed  
Car and Coach Lines.

No. 1 Coach Line

Service begins at 31st and F Sts. at 5:38 A.M.  
" " at 28th and M Sts. at 5:48 A.M.  
Headways 20 min. - - - 6:00 A.M. to 7:00 A.M.  
10 " - - - 7:00 A.M. to 6:00 P.M.  
15 " - - - 6:00 P.M. to 8:00 P.M.  
20 " - - - 8:00 P.M. to 12:00 M.

No. 2 Coach Line

4 morning and 4 afternoon tripper runs  
to augment No. 1 coach line service.

No. 3 Car Line

Service begins at 5:30 A.M.  
Headways 30 min. to 6:00 A.M.  
20 " to 6:20 A.M.  
10 " to 7:30 A.M.  
7-1/2 " to 8:00 A.M.  
5 " to 9:00 A.M.  
10 " to 3:00 P.M.  
7-1/2 " to 4:40 P.M.  
5 " to 6:00 P.M.  
10 " to 7:30 P.M.  
15 " to 12:00 M.

No. 4 Coach Line

Service begins at 6:00 A.M.  
Headways 20 min. to 8:00 P.M.  
30 " to 12:00 M.

No. 5 Car Line

Service begins at 5:15 A.M.  
Headways 27 min. to 5:42 A.M.  
20 " to 6:02 A.M.  
10 " to 7:52 P.M.  
13 " to 8:05 P.M.  
15 " to 12:20 A.M.  
30 " to 12:50 A.M.  
40 " to 1:30 A.M. (Owl Car)

In addition to above schedule 2 morning and 3 afternoon  
trippers will be used.

APPENDIX "D" (Cont'd.)

No. 6 Car Line

Service begins at 5:22 A.M.  
Headways 22 min. to 5:44 A.M.  
20 " to 6:04 A.M.  
13 " to 6:17 A.M.  
10 " to 7:37 P.M.  
7 " to 7:44 P.M.  
11 " to 7:55 P.M.  
15 " to 11:55 P.M.

In addition to above schedule one afternoon tripper will be used.

No. 7 Coach Line

Service begins at 6:10 A.M.  
Headways 20 min. to 8:30 P.M.  
30 " to 12:00 M.

No. 8 Coach Line

Five morning and 5 afternoon tripper runs to augment service of No. 4 and No. 7 Coach Lines.

No. 9 Coach Line

Service begins at 6:00 A.M.  
Headways 20 min. to 8:00 P.M.  
30 " to 12:00 M.

Trippers in addition to above service will be operated during opening and closing hours of schools, giving 10-minute headway during those hours.

No. 10 Coach Line

Service begins at 6:00 A.M.  
Headway 20 min. to 12:00 M.

No. 11 Car Line

Service begins at 7:00 A.M.  
Headways 10 min. 7:00 A.M. to 9:00 A.M.  
10 " 12:00 Noon to 6:00 P.M.

No. 12 Coach Line

Service begins at 6:00 A.M.  
Headways 15 min. to 7:15 A.M.  
5 " to 9:00 A.M.  
15 " to 2:30 P.M.  
7-1/2 " to 4:30 P.M.  
15 " to 12:00 M.

No. 14 Coach Line

Headways 20 min. 8:00 A.M. to 8:40 A.M.  
15 " 3:35 P.M. to 4:07 P.M.

Operated on school days only.