

Decision No. 32157

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 Rail-)
road Commission of the State of Cali-)
fornia, approving the herein described)
plan of general revision of applicant's)
electric street railway and motor bus)
system operations in the City of Sacra-)
mento, and granting and conferring upon)
applicant all necessary permission and)
authority to make said revised plan of)
operations effective.)

First Supplemental
Application
No. 22319

ORIGINAL

BY THE COMMISSION:

FIRST SUPPLEMENTAL ORDER

Pacific Gas & Electric Company, applicant herein, on October 3, 1939, filed its First Supplemental Application asking that certain of its motor coach lines as authorized in Decision No. 31576, be rerouted as hereinafter described, all within the City of Sacramento.

The City of Sacramento, by letter dated October 5, 1939, advised that the Sacramento City Council approved the application and requested that applicant make the changes at the earliest practicable date.

Shorter headways resulting in more frequent service, and operation along additional routes, are offered by applicant on its proposed motor coach lines; also, a more direct routing between outlying areas and the central downtown business district would be realized by the suggested rerouting. Additional service would be provided by No. 8 motor coach line operating along 21st Street and Freeport Boulevard mornings and evenings to facilitate the movement of Sacramento Junior College and McClatchy High School students without the necessity of numerous transfers.

Applicant states that new equipment, consisting of three new 35-passenger coaches and three 25-passenger coaches, has been purchased at a total cost of \$58,520, and has been delivered in

Sacramento in anticipation of performing this new and additional service.

It appears that the changes proposed in the motor coach routes in Sacramento will better serve the city as a whole and that this Supplemental Application should be granted, therefore

IT IS HEREBY ORDERED that the Pacific Gas & Electric Company be and it is hereby authorized

I. To operate its street car and motor coach service along the routes described as follows:

No. 1. McKinley and Folsom Boulevard Coach Line.

Routing as authorized by Decision No. 31576 in Application No. 22319.

No. 2. Riverside Boulevard-Land Park Drive Coach Line.

From terminal on Riverside Boulevard at West entrance to William Land Park, north on Riverside Boulevard to Broadway, west on Broadway 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 Broadway, east on Broadway to 16th Street, south on 16th Street to Caramay Way, west on Caramay Way to Land Park Drive, south on Land Park Drive to 11th Avenue, east on 11th Avenue to 18th Street and south on 18th Street to terminal at 18th Street and Lincoln Avenue.

No. 3. J Street Car Line.

Routing as authorized by Decision No. 31576 in Application No. 22319.

No. 4. Elmhurst Coach Line.

From a terminal at 57th Street and 5th Avenue, north on 57th Street to V Street, west on V Street to 55th Street, north on 55th Street to T Street, west on T Street to 15th Street, north on 15th Street to K Street, west on K Street to 6th Street and north on 6th Street to terminal at 6th and J Streets.

No. 5. P and 15th Street Car Line.

Routing as authorized by Decision No. 31576 in Application No. 22319.

No. 6. 21st Street Car Line.

Routing as authorized by Decision No. 31576 in Application No. 22319.

No. 7. Franklin Boulevard Coach Line.

From a terminal on 12th Avenue at Sacramento Boulevard, west on 12th Avenue to Franklin Boulevard, north on Franklin

Boulevard to Broadway, west on Broadway to 15th Street, north on 15th Street to P Street, west on P Street to 10th Street, north on 10th Street to K Street, west on K Street to 6th Street, and north on 6th Street to terminal at 6th and J Streets.

No. 8. Junior College Coach Line.

From a terminal at 21st and F Streets, south on 21st Street and Freeport Boulevard to terminal at east entrance to William Land Park.

No. 9. 30th Street Coach Line.

Routing as authorized by Decision No. 31576 in Application No. 22319.

No. 10. 5th Street Coach Line.

Routing as authorized by Decision No. 31576 in Application No. 22319.

No. 11. P and 10th Street Car Line.

Routing as authorized by Decision No. 31576 in Application No. 22319.

No. 12. Freeport Boulevard Coach Line.

Routing as authorized by Decision No. 31576 in Application No. 22319.

No. 14. Vallejo Way Coach Line.

Routing as authorized by Decision No. 31576 in Application No. 22319.

II. To abandon motor coach service upon and along the following routes:

No. 2. F and M Streets Coach Line.

Routed as a so-called tripper or shuttle service over that portion of Route No. 1 lying between the intersection of F Street and Alhambra Boulevard and the intersection of 28th and M Streets. (1)

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 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 55th Street, south on 55th

(1) It is intended that this service now rendered will be incorporated in the operations of No. 1 route and extended as necessary beyond these designated terminals.

Street to V Street, east on V Street to 57th Street, and south on 57th Street to terminal at 5th Avenue and 57th 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.

No. 8. 9th and T Streets Coach Line.

Routed as a so-called tripper or shuttle service over that portion of the Nos. 4 and 7 routes lying between the intersection of 10th and Y Streets and the intersection of 28th and T Streets. (2)

subject, however, to the following conditions:

1. Applicant shall give the Commission and the public not less than one (1) day's notice of said re-routing.
2. Said abandonment shall be placed in effect concurrently with the establishment of the new routes authorized herein, and not before.
3. Applicant shall file, in duplicate, and make effective within a period not to exceed thirty (30) days from the effective date of this order, on not less than one day's notice to the Commission and the public, time schedules covering the service herein authorized, in a form satisfactory to the Commission.
4. Applicant shall, within thirty (30) days thereafter notify the Commission, in writing, of the establishment of the routings herein authorized and of its compliance with the conditions hereof.
5. The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time be granted by subsequent order.

(2) Applicant intends to discontinue this service since it will no longer be required due to the revisions in routings of Nos. 4 and 7 lines.

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

Dated at San Francisco, California, this 13th day of October, 1939.

Raymond W. Ahlf
Frank P. Weber

[Signature]
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