

ORIGINAL

Decision No. 35293

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
KEY SYSTEM, a corporation, for a)	
Certificate of Public Convenience)	Application No. 23313
and Necessity to operate Certain)	(9th Supplemental)
Motor Coach Routes.)	

BY THE COMMISSION:

OPINION AND ORDER

On April 6, 1942, Key System filed the above entitled application requesting authority to establish on a temporary basis, all-rail service between San Francisco and Berkeley on its Shattuck Avenue line "F." At present motor coach service is substituted for rail service on Sundays and holidays and during the evening period on weekdays after approximately 7:00 p.m., in accordance with the provisions of Decision No. 34389, dated July 3, 1941, and Decision No. 34460, dated August 1, 1941.

Applicant states that the proposed change is requested in the interest of conserving rubber tires through the elimination of approximately 7,700 motor coach miles per week, or about 400,000 miles per year.

Along that portion of the route where passengers are now picked up and discharged the rail and motor coach lines operate along the same streets, and the proposed change will therefore not alter any of the existing passenger stops. Service on this line, both rail and motor coach, is presently provided on a basic 20-minute headway throughout the operating day, including weekdays, Saturdays, Sundays, and holidays.

Applicant states that by reason of the very light patronage during the evening hours and the early morning hours on Sundays, it is proposed under the revised plan to maintain a 20-minute basic

service with a limited 10-minute headway during peak periods on weekdays up to approximately 7:00 p.m., and a 40-minute headway after 7:00 p.m. on weekdays and on Sunday morning prior to about 10:30 a.m. This reduced service, the company contends, will conform to existing traffic requirements, based upon traffic counts taken on the "F" line over a number of months. Applicant fails, however, to include for the Commission's information the results of any such traffic checks, and in the absence thereof we are reluctant to grant any curtailment in service at this time.

Substitution of rail service for motor coach operation appears to be desirable and in the interest of this country's war effort in that material conservation of rubber will result, and with respect to this portion of the program public hearing does not appear to be necessary. The following order will provide that Key System be authorized to eliminate all motor coach service on this line and substitute in lieu thereof rail operation on schedules identical to those now performed by motor coaches, with the provision that after thirty days from the effective date of this order the Commission will give due consideration to further adjustment in service during periods of light traffic, upon the basis of proper showing by applicant in the way of passenger traffic loading checks by individual schedules.

It is found as a fact that the proposal to replace motor coach operation on this line by rail service is in the public interest, will redound to the benefit of the national rubber conservation program, is of such nature as to require no public hearing, and should be granted, therefore,

IT IS HEREBY ORDERED that Key System be and it is hereby authorized to temporarily substitute rail passenger service in lieu

of motor coach service on its San Francisco-Berkeley Shattuck Avenue Line "F" after approximately 7:00 p.m. on weekdays and all day on Sundays and holidays, upon three (3) days' notice to the public and the Commission, subject to the following conditions:

1. Said substitution of rail service shall be placed in effect within sixty (60) days from the date hereof.
2. Reinstatement of motor coach service shall not be made without further formal authorization of this Commission.
3. No change shall be made in present basic schedules, except upon further order of this Commission after proper showing by applicant.
4. No change shall be made in the existing fare structure.

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

Dated at San Francisco, this 28th day of

April, 1942.

Ray L. Riley

Francis D. Hasenauer
Richard L. Barker